OVERGROUND

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REVIEW OF LONDON'S TRANSPORT 1900 - 1947

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"OVERGROUND"

A PICTORIAL HALF-CENTURY OF LONDON'S ROAD TRANSPORT

(L.P.T.B.

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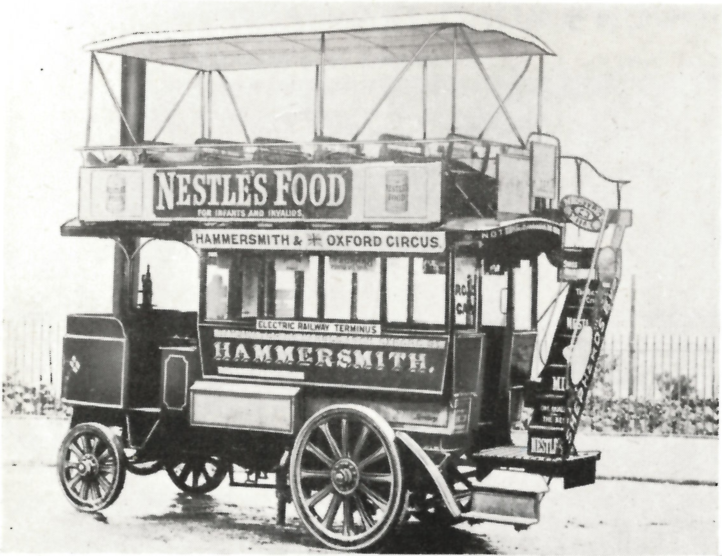
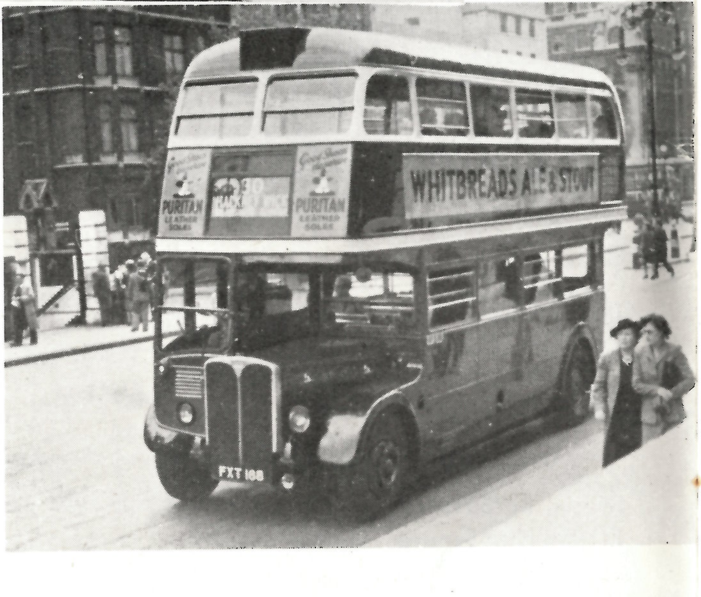
FORTY-SEVEN YEARS' DEVELOPMENT



1900. One of London's early Mechanical Buses, a steam bus built by Thorneycroft.

(*L.P.T.B.*



1947. The most advanced design in London's double-deck fleet. The RT class, introduced by London Transport in 1940.

(*S. A. Newman*

INTRODUCTION

There are few people of London's eight million inhabitants who do not come into daily contact with London's public transport, in one of its many forms. What a far cry it is to the days when crowds would stand and stare at the first steam-driven buses, as they puffed their way through London's streets, frightening many a restive horse and scattering the street urchins in all directions !

Yet it has taken little more than 40 years of mechanisation to make the bus, tram and trolleybus a part of our daily lives. Thanks to the smooth operation of London Transport, we Londoners especially have come to take them for granted.

With this in mind, this booklet has been compiled to illustrate the various steps in this development. A special chapter has been devoted to various experimental vehicles; some were the prototypes of large fleets and all influenced the trend of development.

I should like to express my thanks to Messrs. K. A. V. Newley and O. J. Morris, and also to the Light Railway Transport League for their valuable assistance in providing information for this booklet. For the illustrations, thanks are due to the London Passenger Transport Board, to Mr. W. J. Haynes, of Dulwich, and to the patience and forbearance of my camera and its "sitters."

St. Marylebone. S. A. NEWMAN

September, 1947.

DEVELOPMENT OF THE STANDARD LONDON BUS

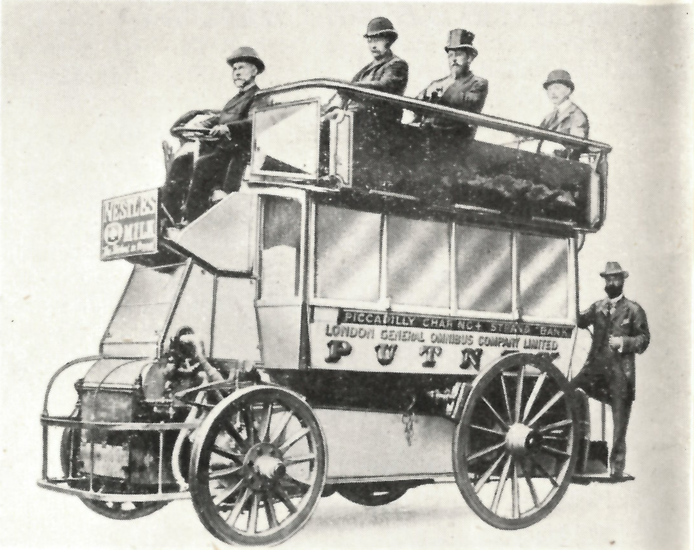
The two largest omnibus undertakings in London before the L.P.T.B. was formed over 14 years ago were the London General Omnibus Co. and Thomas Tilling, Ltd., and it is chiefly through the vehicles of these two companies that this pictorial development is traced.

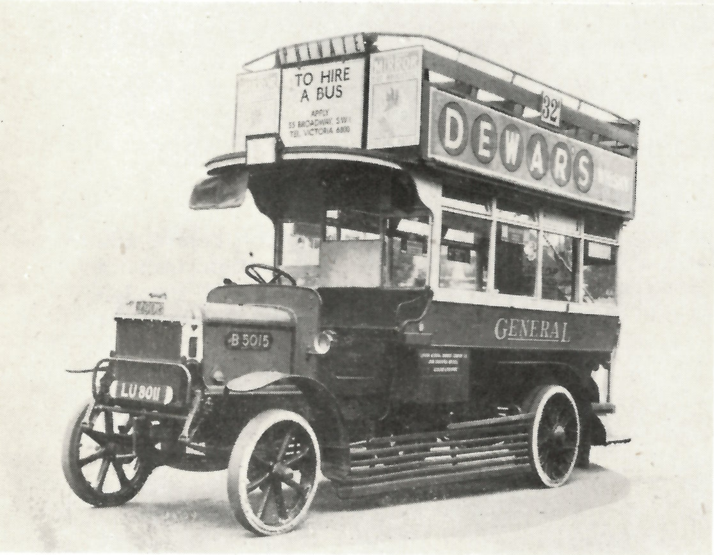
Most of the types illustrated in the following pages were built in large numbers, after first experimenting with prototypes. During the number of years that the type was in production, various refinements and improvements were made ; this accounts for the fact that the later examples of any class of vehicle are visibly different from their prototype. The dates given refer to the approximate year that the class was first placed in service. The greatest recent advance has been, of course, the introduction of the Diesel heavy oil engine. Some of the 1,700 petrol buses now working (e.g. ST Class) were designed more than 16 years ago.

DEVELOPMENT OF THE

1903. The "Chrysalis" stage—a petrol motor instead of the horse. The horse-bus body, however, still retains the original braking system.

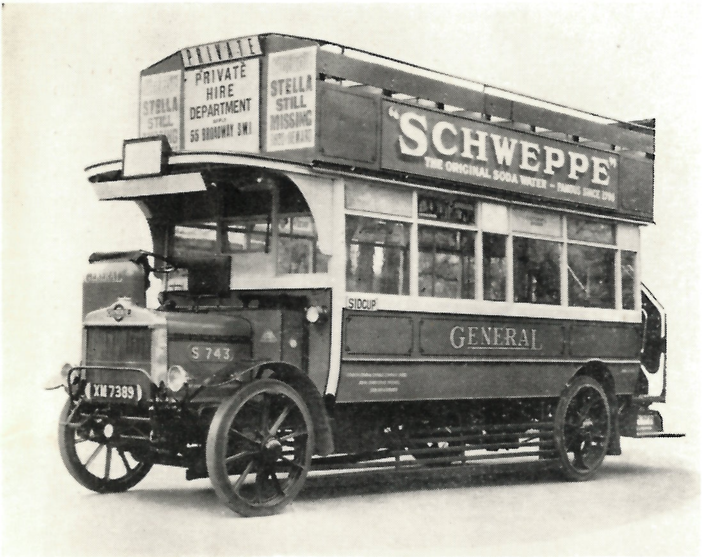
(L.P.T.B


NESTLE'S MILK
PICCADILLY CHAR. X & STRAND BANK
LONDON GENERAL OMNIBUS COMPANY LIMITED
PUTN



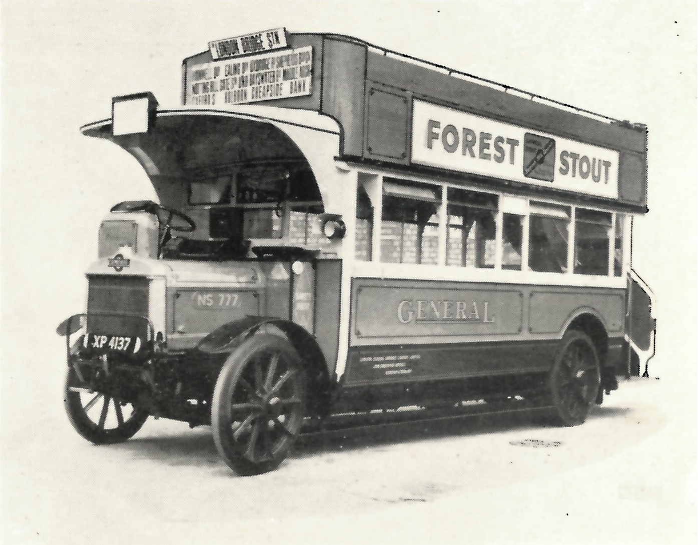
1910. B TYPE. A famous design. Many of these buses saw service on the battlefronts during the 1914-18 war, and "Old Bill" itself (No. B 43) is preserved, running under its own power on ceremonial occasions. This type represented the first attempt at standardisation.

(L.P.T.B.



1920. S TYPE, developed from the K type (1919) in which the driver was placed beside, and not behind, the engine.

(L.P.T.B



1923. NS TYPE (Open Top). One of the last types designed with an open top, and the first to dispense with [platform step.

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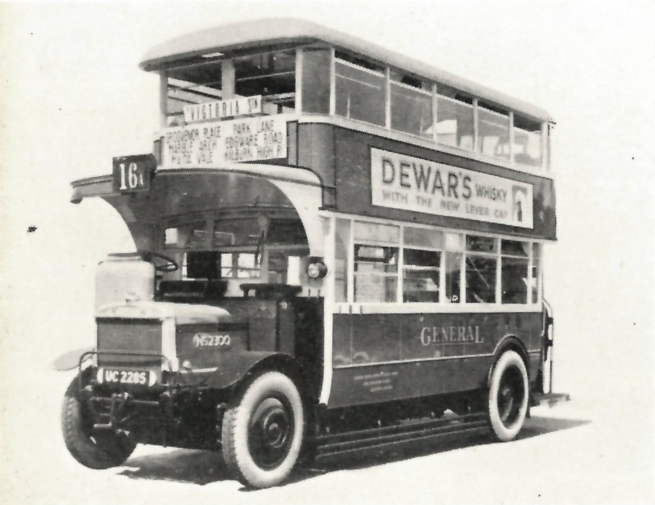


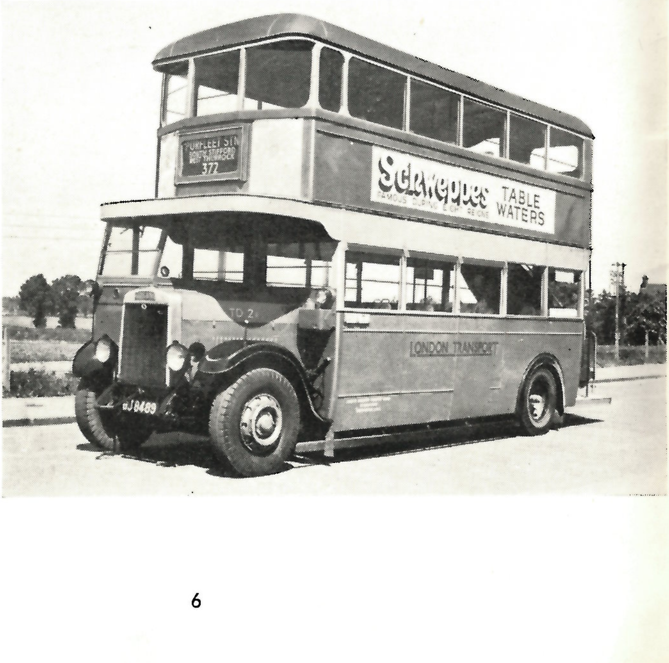
1925. NS TYPE (Covered Top). The original "NS" type (see p. 5) was successively modified by the fitment of covered top (1925), pneumatic tyres (1928), and ultimately by the addition of fully enclosed driver's cabs.

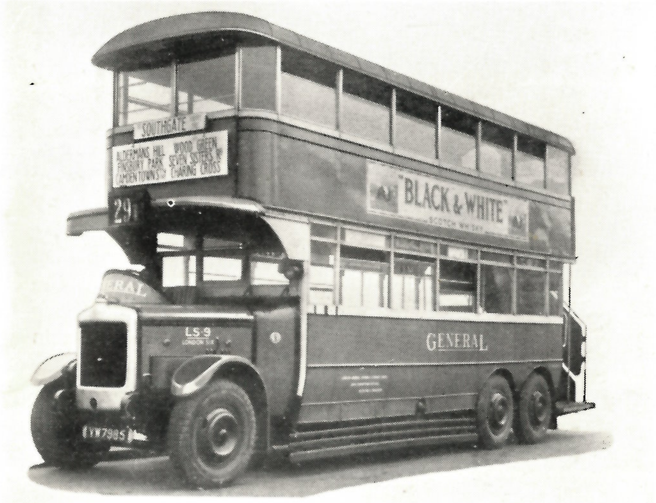
This illustration shows one of the last "NS" buses to be built. Buses of this type on hilly routes (e.g. 68a) were fitted with Sprag safety gear.

(L.P.T.B.

1928. TD TYPE (now all sold). Originally introduced in 1928, the Leyland Titan double-decker was used by many independent operators who were absorbed into London Transport in 1933-4 ; this type was modified by the L.P.T.B., as shown, and was finally disposed of in 1940.

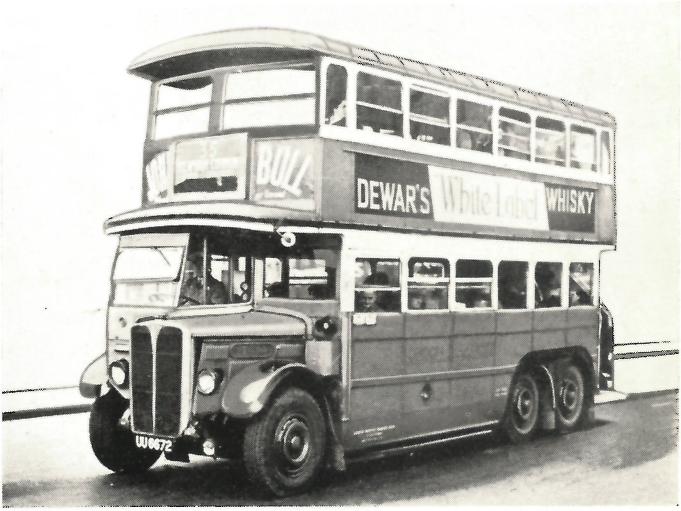
(L.P.T.B.




SOUTHGATE
ALDERMANS HILL WOOD GREEN FINSBURY PARK SEVEN SISTERS Rᴰ CAMDEN TOWN STᴺ CHARING CROSS
29
"BLACK & WHITE" SCOTCH WHISKY
GENERAL
LS 9
LONDON SIX
GENERAL
YW 7985

1927. LS TYPE ("London Six"). Early six-wheel buses, built for larger seating capacity and developed from NS type. One similar to this is reported to have carried 104 passengers, but did not work on public service.

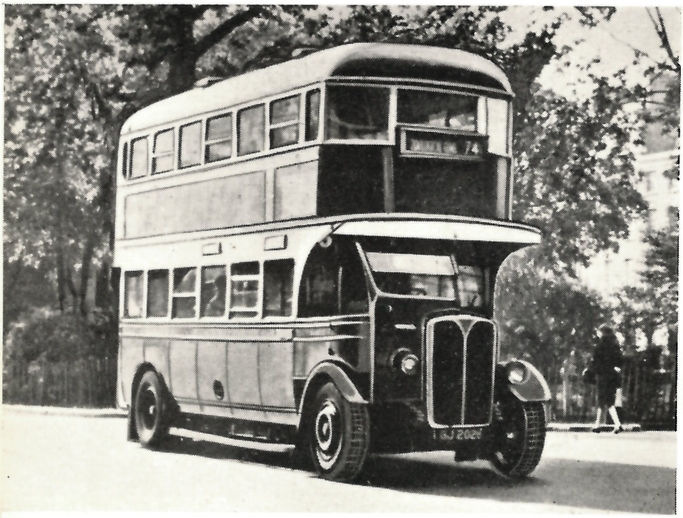
(L.P.T.B.



1929. LT TYPE. Originally a 60-seater with high-speed six-cylinder petrol engine, as seen here, these external staircase buses are still running. Later buses of this type have internal stairs, and 1,000 of the type are fitted with oil engines.

(No. LT 29).

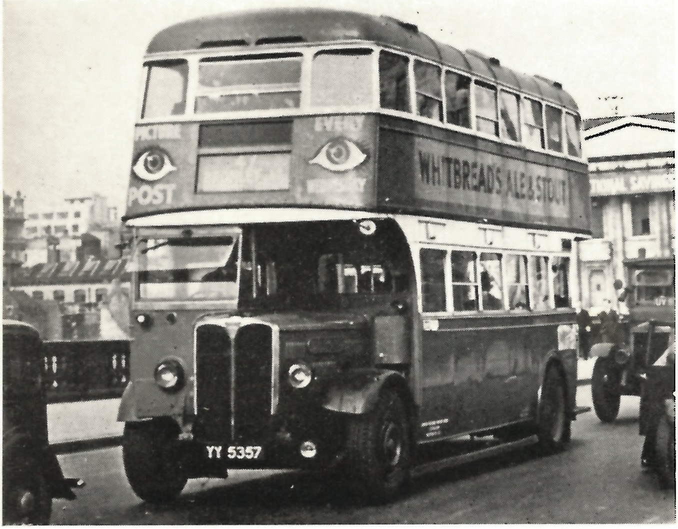
(S. A. Newman



1930. TILLING ST TYPE. Formerly owned by Thomas Tilling Ltd., who built the bodies. A total of 186 were taken over by L.P.T.B., in whose service some 120 still remain, the majority of which are used to train new drivers.

(No. ST 850).

(S. A. Newman

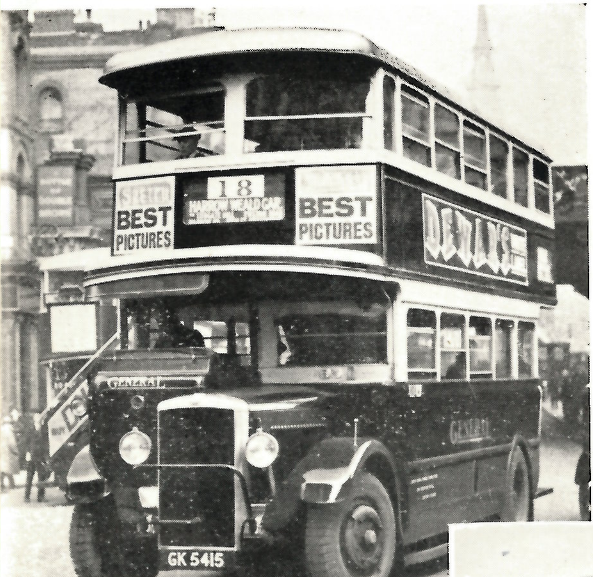


1932. TILLING STL TYPE.

A development by Tilling of their ST type (above). Except for a few destroyed by enemy action at Croydon L.P.T.B. Garage, all buses of this type remain.

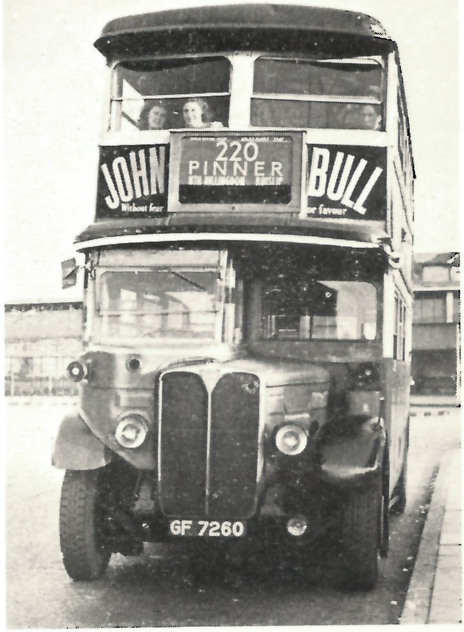
(No. STL 57).

(S. A. Newman



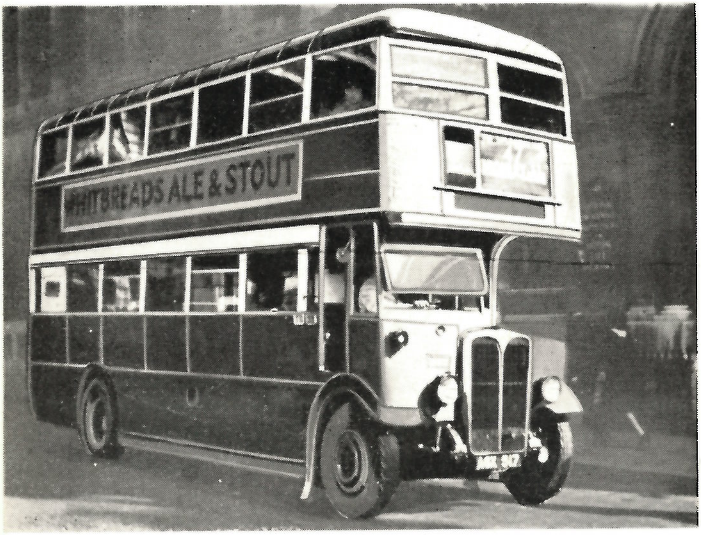
1930. L.G.O.C. DST TYPE. These buses first introduced Fluid Transmission to London's fleet. In 1936 they were dismantled and the bodies were mounted on new STL type chassis.
(No. DST 2).

(L.P.T.B.



1929. THE UBIQUITOUS ST TYPE. This photo shows how the General ST body (above) has been modified Although over 16 years old, all but a few are still in service. Many went to the Provinces during the war. Note that through wartime economy in destination blind material the indicator of this vehicle has reverted to the pre-L.P.T.B. dimensions seen above. (*See also page* 37).
(No. ST 285).

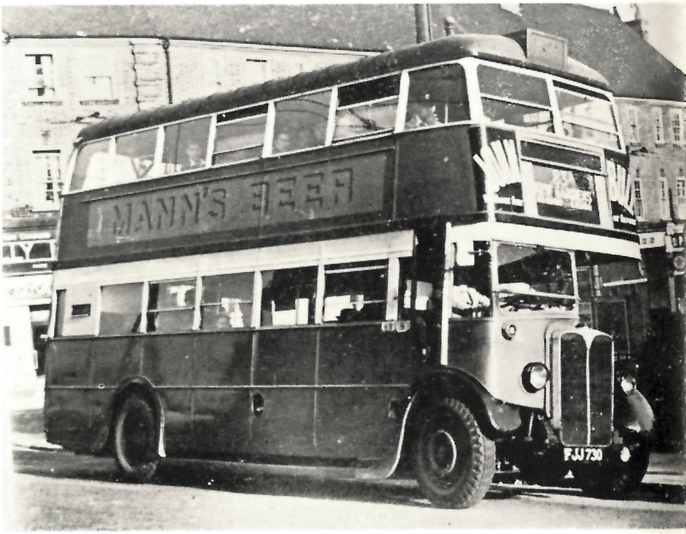
(S. A. Newman



1933. L.G.O.C. STL TYPE. These were the first of the 2,600 buses of this type now in service. Chassis is by AEC, with petrol engine. There is seating accommodation for 60 passengers.

(No. STL 175).

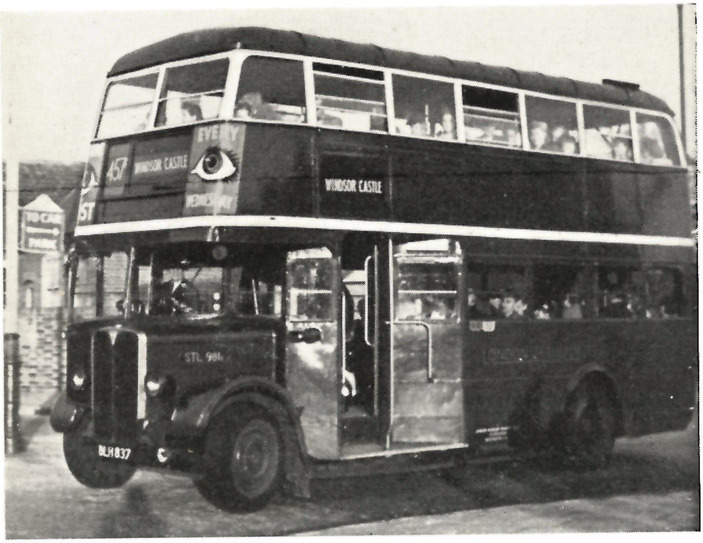
(S. A. Newman



1934. STANDARD STL TYPE. The L. P. T. B. development of the L.G.O.C. STL type above, but fitted with oil engine, and fluid transmission. All chassis were built by AEC and the vehicle seats 56 passengers.

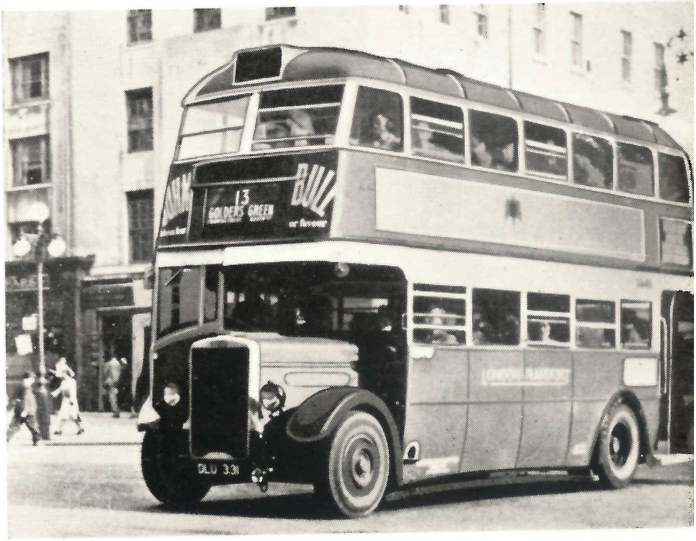
(No. STL 2570).

(S. A. Newman



1936. COUNTRY AREA STL. Front entrance bodywork, with the stairs at the front end of the bus. In this type the seating capacity has been reduced to 48 or 52. Photograph depicts the new L.P.T.B. post-war livery.

(S. A. Newman



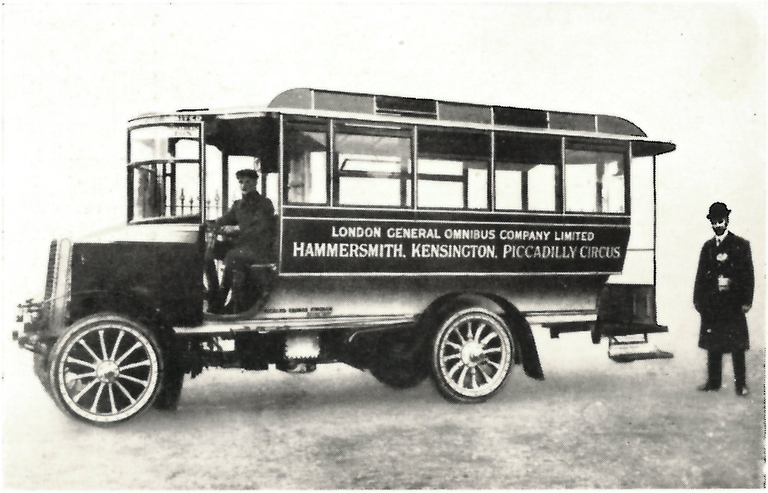
1937. STD TYPE. Chassis and bodywork both by Leyland, the latter modified to L.P.T.B. requirements. These buses closely resemble the STL type, but can be easily distinguished by the deeper tone of the Leyland Oil engine.

(No. STD 21)

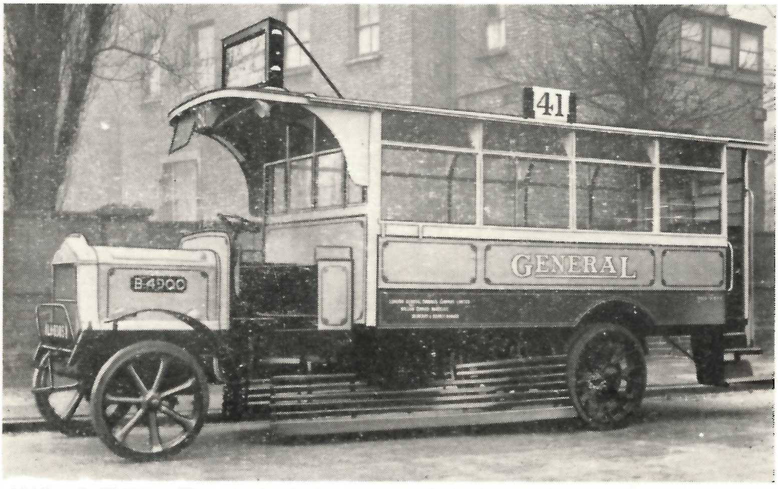
(S. A. Newman

DEVELOPMENT OF THE

Where, through restrictions in height or weight, it is not possible to run double-deck buses, single-deck buses are used. Their development has been chiefly on the same lines as that of the double-deck bus, and in many instances particularly in early years, the chassis of

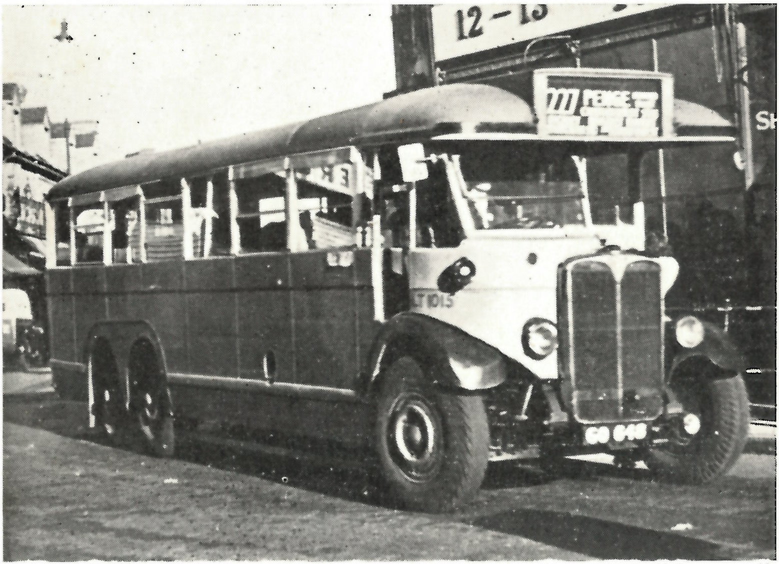

LONDON GENERAL OMNIBUS COMPANY LIMITED
HAMMERSMITH, KENSINGTON, PICCADILLY CIRCUS

1904. CLARKSON STEAM BUS. The first General bus to be licensed for service by mechanical traction.
(L.P.T.B.



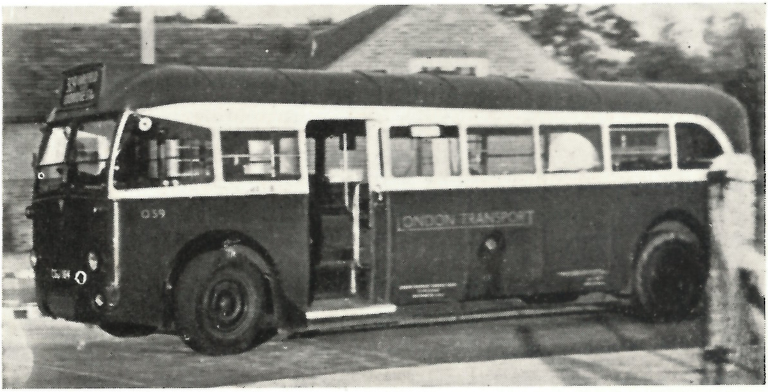
1913. B TYPE. The single-deck version of the same type as seen on page 4.
(L.P.T.B.

both types were identical. However, of later years, four-wheeled single-deckers have been legally permitted a greater length than the four-wheeled double-decker. The chassis, therefore, of the two types differ although the mechanical components are common to both.



1931. LT SINGLE DECK TYPE (nicknamed " Scooters "). A.E.C. " Renown " chassis, with petrol engine, and seating 35 passengers.

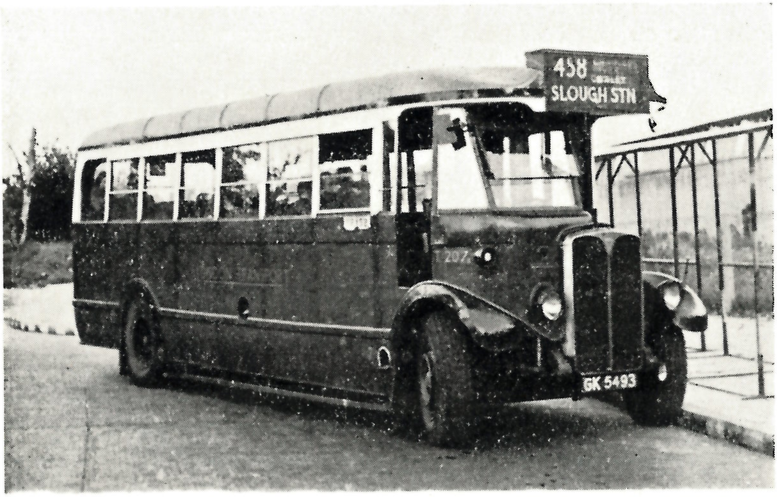
S. A. Newman



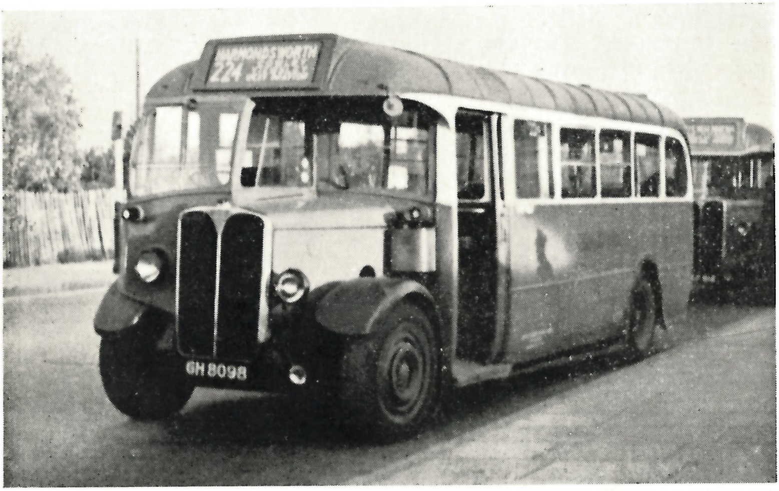
1935. Q TYPE. A.E.C. chassis with the oil engine situated behind the driver, outside the offside frame member. (*See pages* 24 *and* 33).

(S. A. Newman

THE SINGLE-DECK BUS
AN EXAMPLE OF ADAPTATION



1929 L.G.O.C. T TYPE COACH, in original form. This type was in service on Green line coach routes until replaced. Modified for bus operation, this A.E.C. "Regal" chassis with petrol engine is now used on country bus routes. (*S. A. Newman*

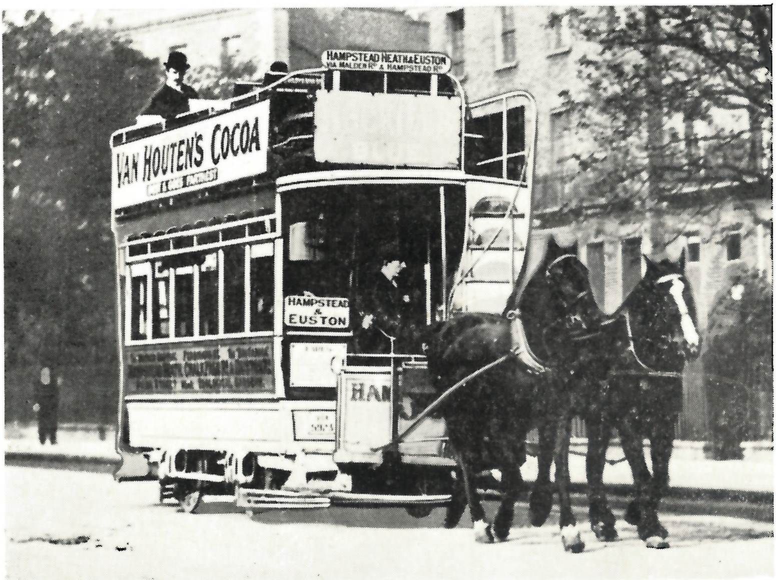


1938 REBUILT T TYPE. New all-metal bodies and oil engines have transformed the early T type (seen above) into virtually new buses. The bodies were originally transferred from another type, which has since been scrapped. (No. T285). [*S. A. Newman*

THE DEVELOPMENT OF TRAMS

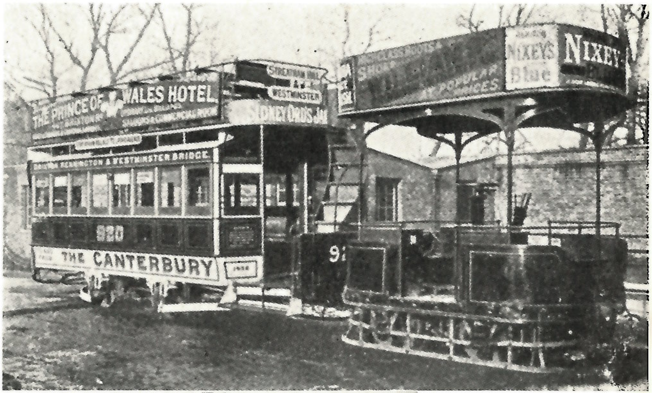
The horse-tramway, as great-grandfather knew it, was first introduced to London about 1861, but its mushroom growth really dates from the invention of the grooved track-rail (1870). In the quest for speed, steam, compressed air and petrol engines were tried ; London also worked the cable system, in which the car could attach itself, at the driver's will, to a moving endless rope driven through a track conduit by a steam engine at the power house. On page 16 can be seen the Kennington to Streatham Hill cable tramway (1892-1904) ; at Kennington change-over, the gripper (or " motor ") car was uncoupled and horses took the trailer car on the remainder of its journey. London's earlier cable tramway worked from the Archway Tavern to Highgate Village (1884). The first London electric tram did not appear in regular service until the beginning of this century, but due to the low running cost of electric tramways, they soon became widespread throughout London. For some years they were the fastest public vehicles on the road.

A study of the various types of tramcars that have appeared during the past forty years would be far beyond the scope of this booklet, but the illustrations will serve to show how radically the appearance of tramcars has improved. In 1933, soon after its inception, the London Passenger Transport Board decided to replace all tramways within its area by the more manoeuvreable trolley-bus.



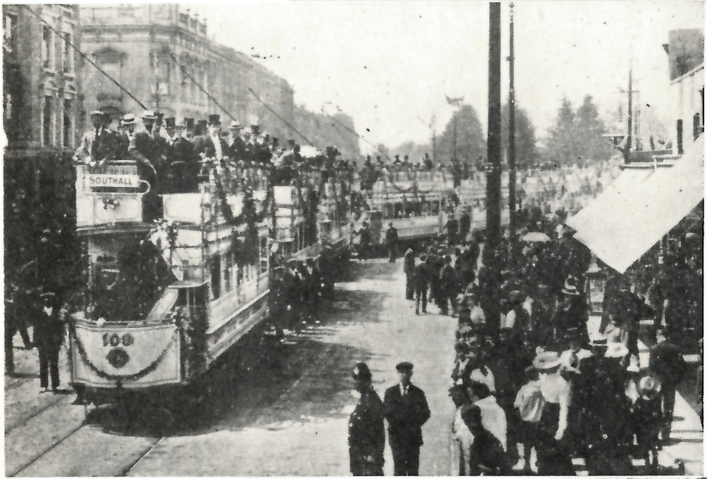
Pre-1900 HORSE TRAM, photographed on the Hampstead Road, about 1907, when horse haulage on this route was nearing the end of its days. [L.P.T.B.

DEVELOPMENT



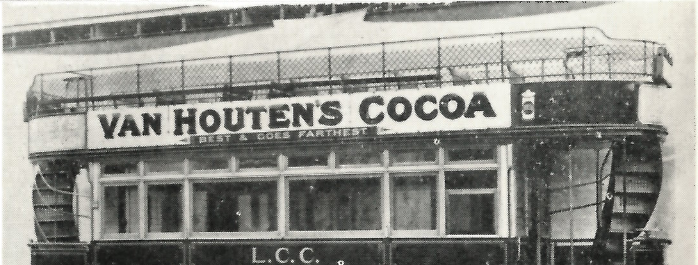
1892. STREATHAM—KENNINGTON CABLE CAR (see previous page). The "Gripper-car" hauled the Trailer car between Telford Avenue (Streatham) and Kennington, and horses hauled it between Kennington, Westminster and Blackfriars.

(L.P.T.B.



1901. Opening of the L.U.T. Electric Tramway extension from Acton to Southall.

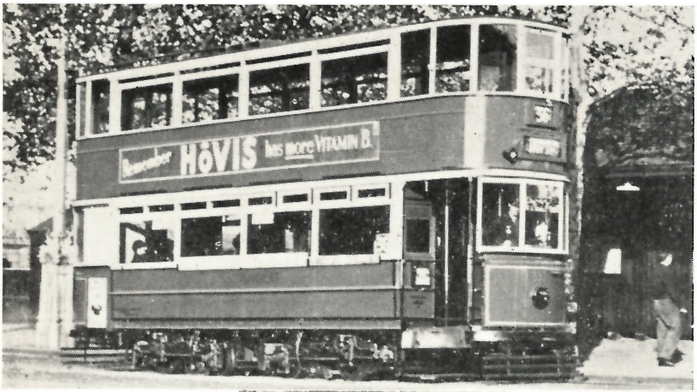
(L.P.T.B.



1903. L.C.C. CONDUIT TRAMCAR, with reversed stairways, abandoned about 1906 for modern pattern. The low-sitting plough carrier, attached to the bogie-frame, has since been transferred to the body.

(L.P.T.B.

OF TRAMS

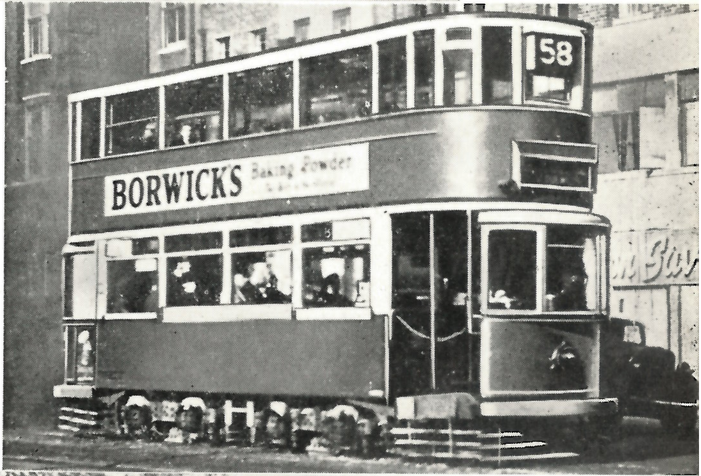


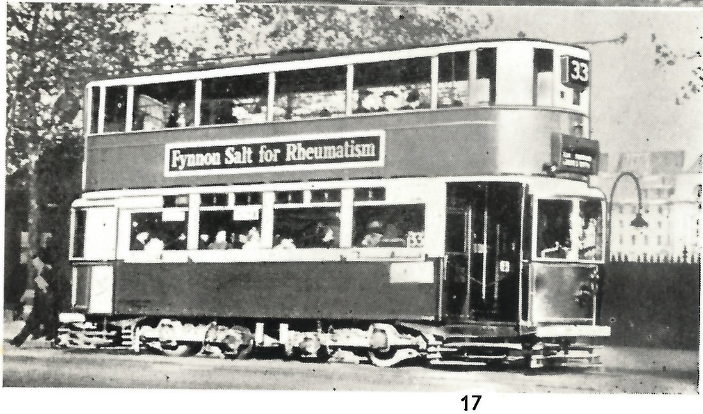
1907-23. E1 TYPE TRAM. The original standard type covered-top L.C.C. tram, later modernised and fitted with windshields. This car, originally built for West Ham Corporation Tramways, is of a similar type. (No. 333).

(S. A. Newman

1930. HR2 TYPE TRAM. A development of the E3 type with four motors and equal-sized driving wheels for use on hilly routes. Approximately 90 cars of this type remain.

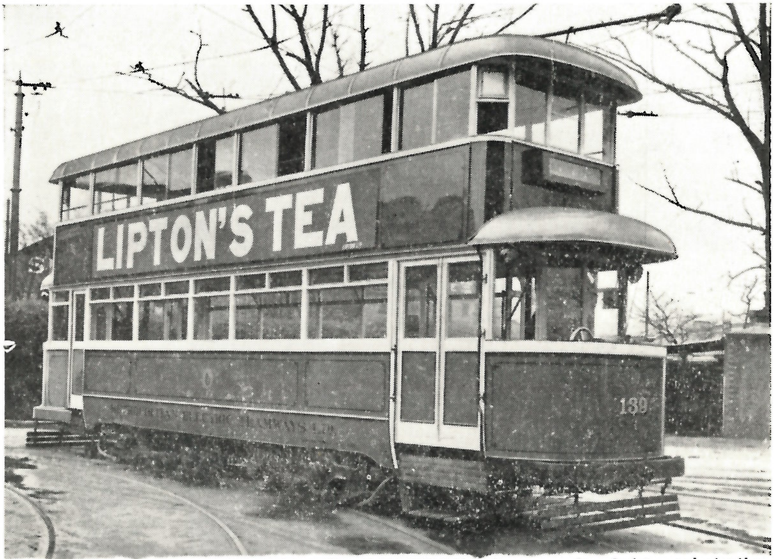
(S. A. Newman





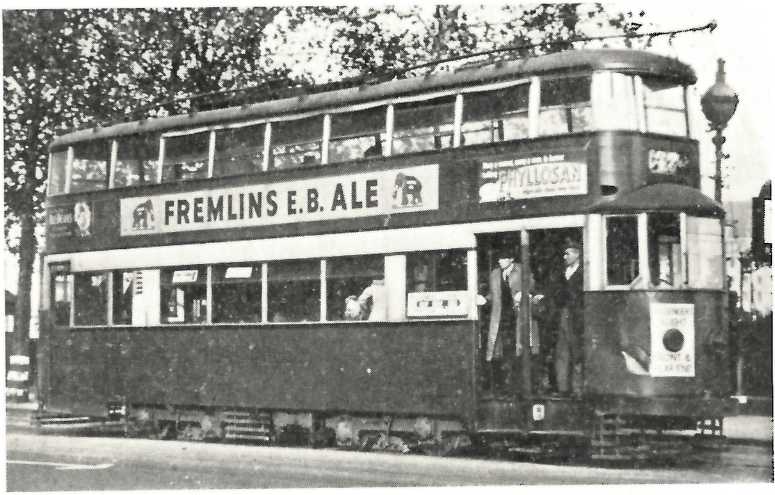
1930. E3 TYPE. The standard modern L.C.C. tram, with all-metal body and roller bearing axles. The photograph shows an E3 on the Kingsway subway service, which is entirely worked by this type. Approximately 140 cars of this type are in service.

(S. A. Newman



1927. M.E.T. EXPERIMENTAL CAR " POPPY." As a result of this and similar experiments, the U.C.C. or Feltham class was built.

(L.P.T.B.



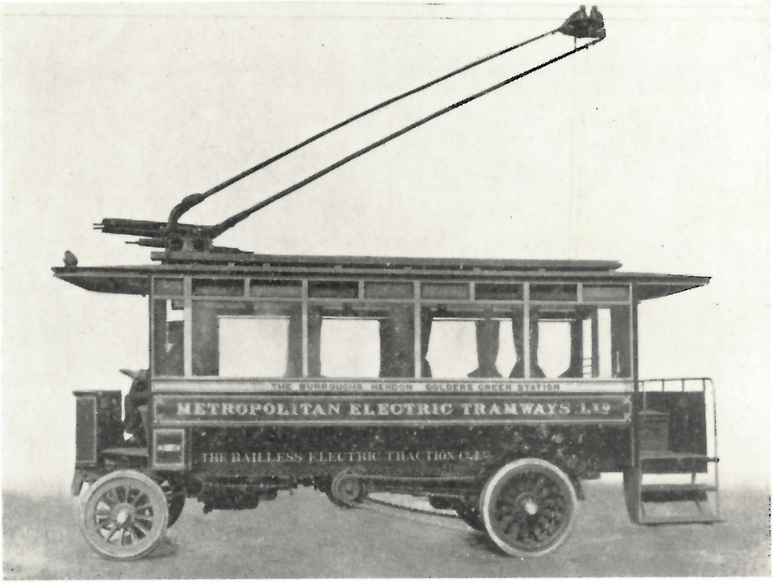
1930. U.C.C. or FELTHAM TYPE TRAMCAR, built by Union Construction Co., Feltham. These were the last to be built in bulk for London, and can seat 64, with 10 passengers standing in each vestibule. All axles have roller bearings.

(S. A. Newman

THE DEVELOPMENT OF TROLLEYBUSES

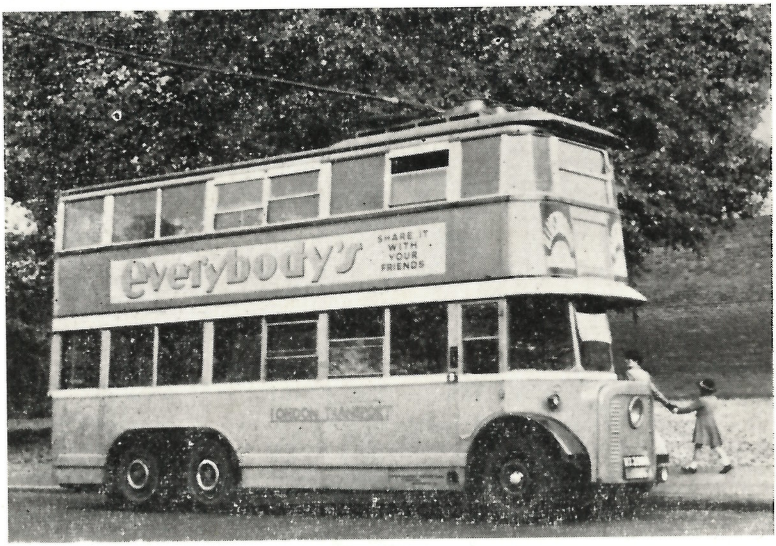
Apart from one or two primitive experiments, the trolleybus made its first London appearance in 1930, when London United Tramways tried one experimentally between Teddington and Twickenham. In 1930 the same company ordered some 35 trolleybuses for converting various routes, and the fleet had increased to 61 at the date (1933) of the Board's formation. Shortly afterwards, the policy of replacing trams by trolleybuses was adopted, and three experimental trolleybuses were tested, one with four wheels, the others with six. The latter was adopted as the Standard L.P.T.B. design and there are now approximately 1,700 trolleybuses. From time to time, several experimental vehicles have appeared incorporating various novelties and experiments in entry and exit, pay-as-you-board, and chassis designs.

Most Londoners know that, north of the Thames, trolleybuses have replaced nearly all the trams ; but for the war, in fact, the entire London conversion would probably have been completed. As recently announced, however, London Transport is to replace its remaining trams, not by trolleybuses, but by oil-engined double-deck buses as soon as these become available.


THE BURROUGHS HENDON GOLDERS GREEN STATION
METROPOLITAN ELECTRIC TRAMWAYS LTD
THE RAILLESS ELECTRIC TRACTION CO LTD

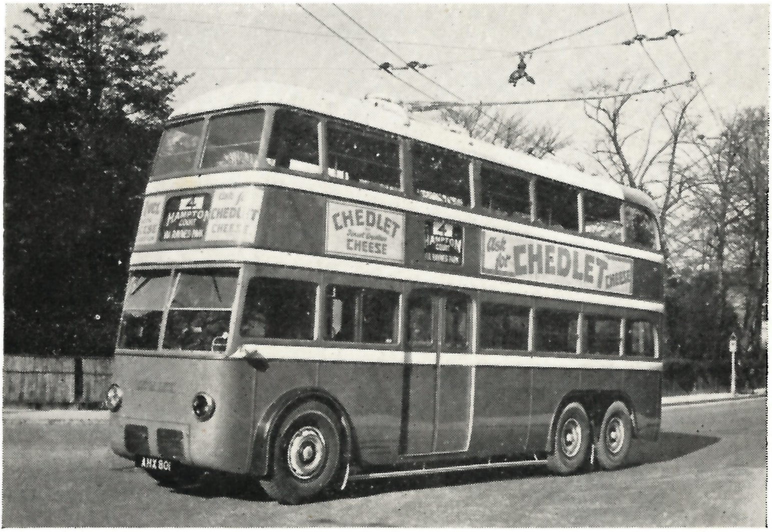
1909. THE FIRST TROLLEYBUS IN LONDON. Demonstrated by Railless Electric Traction on a track within a depot of M.E.T. (Metropolitan Electric Tramways), but never placed in public service.

(L.P.T.B.



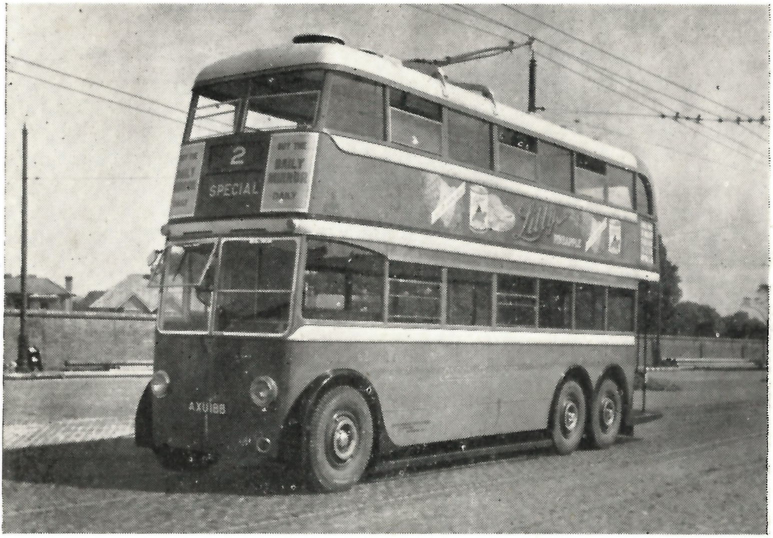
1931. STANDARD L.U.T. TYPE (Class A1, nicknamed "Diddlers"). 60 trolleybuses of this and a similar type, with motors in the bonnets, were built to replace certain tramways in the Kingston-Twickenham area. (No. 7).

(W. J. Haynes



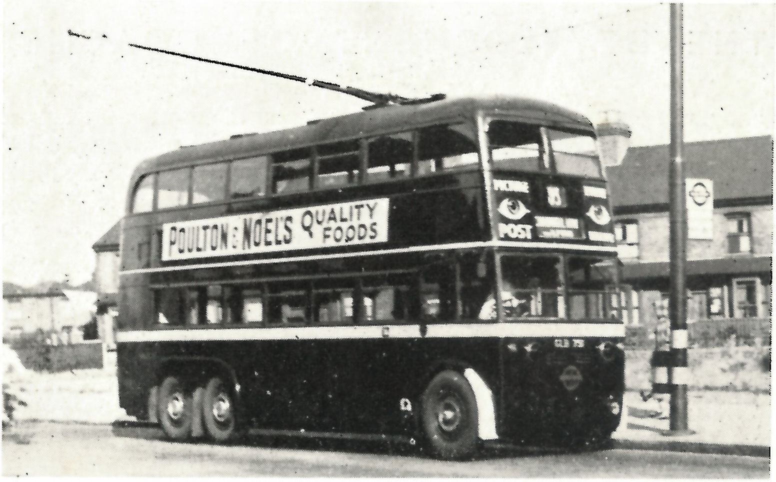
1933. THE FIRST HIGH-CAPACITY TROLLEYBUS. Seating 74 passengers and with power-operated doors amidships, this vehicle was introduced by London United Tramways. The body was built at Chiswick works. (No. 61).

(L.P.T.B.



1934. EXPERIMENTAL 6-WHEEL TYPE, which became the prototype of a large fleet. Although the 6-wheel type was adopted, a 4-wheeled vehicle still runs in its original form, and is the sole example of its type in London. (No. 62).

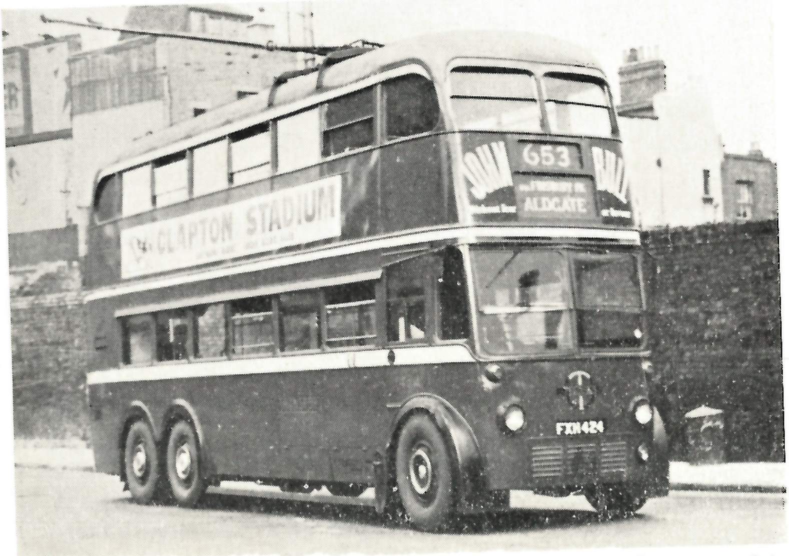
(L.P.T.B.



1941-2. 8-FT.WIDE TROLLEYBUS. One of 43 built for service in South Africa, but, due to war conditions, purchased by L.P.T.B. Special sanction was granted to operate these 8ft.-wide buses in the Ilford area. (Class SA3. No. 1751).

(W. J. Haynes

THE DEVELOPMENT OF TROLLEYBUSES



1935. STANDARD TYPE. The first standard 70-seater trolleybuses went into service in 1935, and over 1600 of this type, differing only in minor details, are now in service. Class L3. Built 1939. (No. 1424).

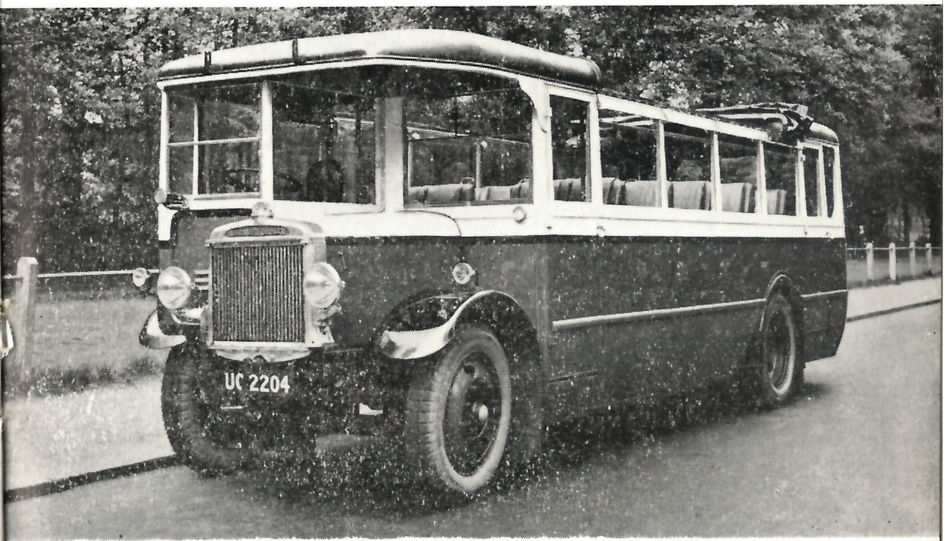
(S. A. Newman

THE DEVELOPMENT OF COACHES

When the L.P.T.B. was formed, one of its many tasks was to unify the numerous coach services within its area, which were operated by many independent undertakings. These included the Green Line Coaches Ltd., which offered towns in the Home Counties a fast and regular service to and from Central London.

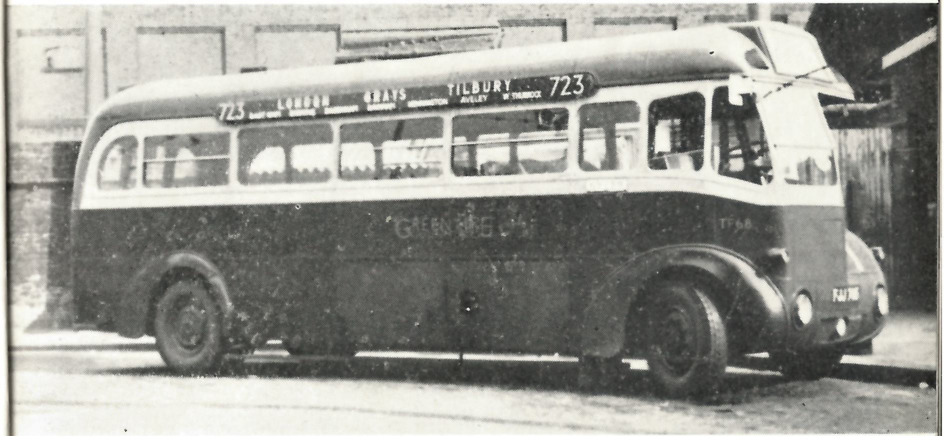
About 1936, London Transport introduced the new standard "Green Line" coaches, which by 1938 had virtually a monopoly of the services; the older coaches were either sold, scrapped, or used on country bus routes. A few were thoroughly modernised with new bodies and engines.

During the war some of the 450 Green Line Coaches, withdrawn from their proper services, were used on country bus routes; others were converted to Emergency Ambulances, and many to Mobile Canteens ("Clubmobiles") by the American Red Cross, who named them after states and towns in America. These latter vehicles saw service throughout Britain.



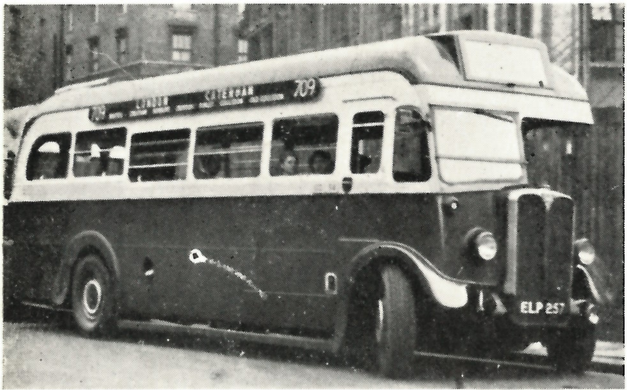
1927. ASSOCIATED DAIMLER COACH. Operated by one of London Transport's predecessors, the L.G.O.C.

(L.P.T.B.



1939. TF TYPE. 75 coaches of this type were placed on " Green Line " service just prior to the war, during which they were converted into Ambulances.

(S. A. Newman

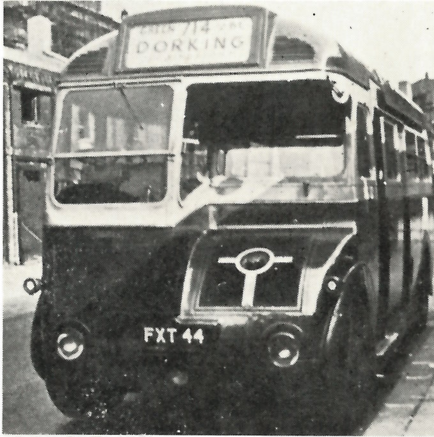


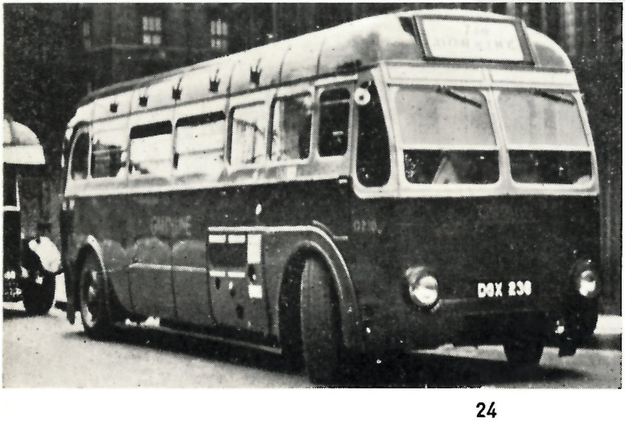
1938. GREEN LINE T TYPE. Nearly 300 of these coaches were built to replace the earlier T type (page 14). During the war they were variously used on country routes, as ambulances, or as "Clubmobiles" of the American Red Cross. (No. T 533).

(S. A. Newman

1939. TF CLASS. Another view showing the streamlined front, made possible by placing the engine on its side amidships, permitting unobstructed floor space. Produced by Leyland in conjunction with L.P.T.B. engineers, and noteworthy as a Leyland chassis with fluid transmission. (No. TF 84).

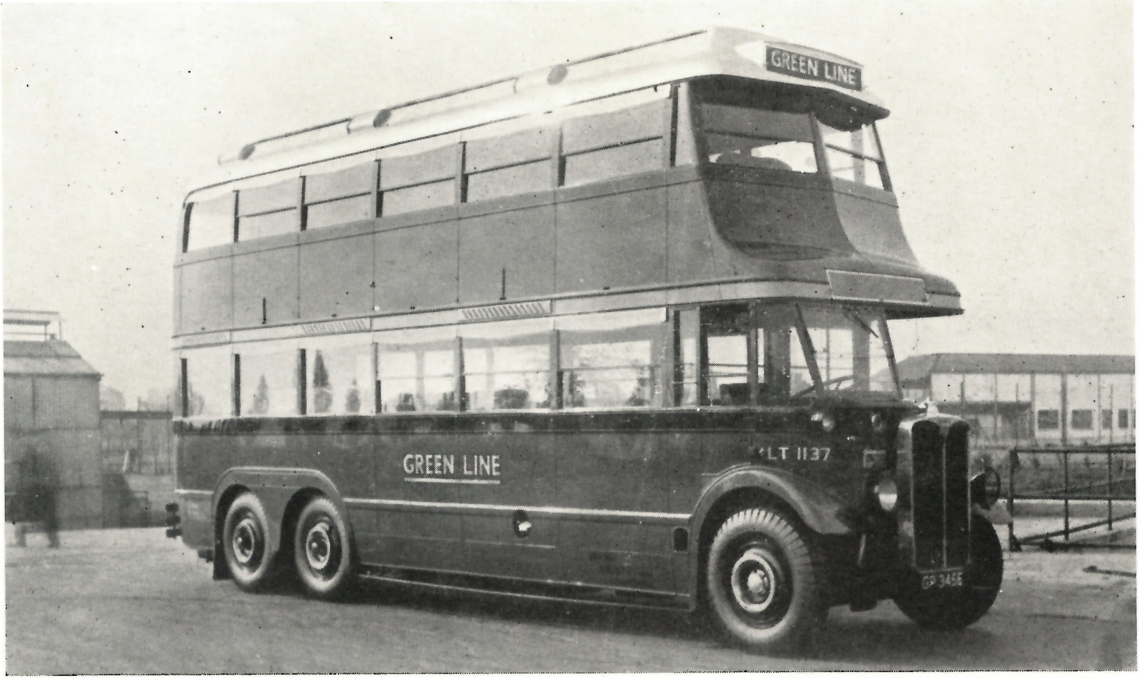
(S. A. Newman





1936. GREEN LINE Q TYPE. A later modification of the earlier Q type (page 13). Chassis built by A.E.C., with a single set of tyres on the rear axle. The characteristic destination boards are missing from the vehicle illustrated. (No. Q 230).

(S. A. Newman



1931. EXPERIMENTAL LT TYPE. The first experimental double-deck coach, built by L.G.O.C. Out of regular service for many years, this vehicle has now been dismantled.

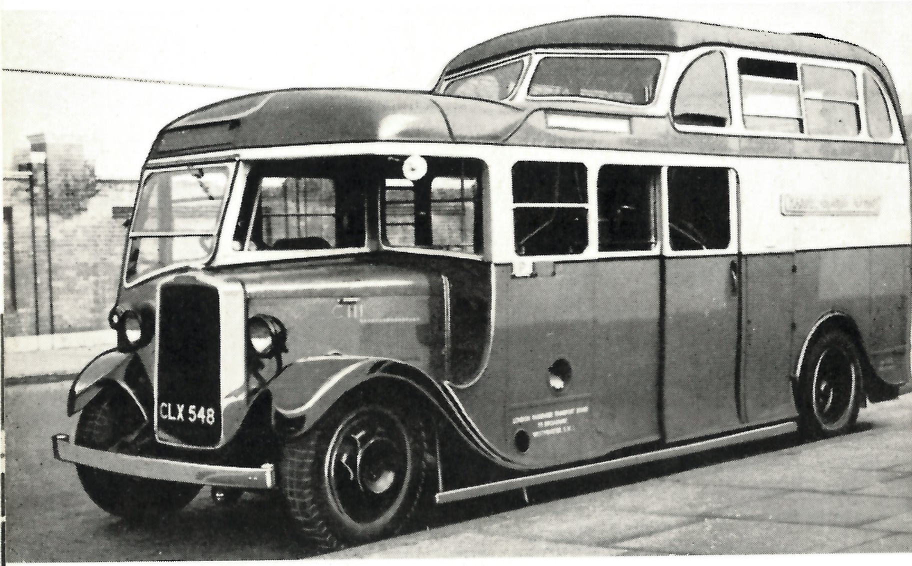
(L.P.T.B.

SPECIAL PURPOSE VEHICLES

" ONE-MAN " BUSES
LOWBRIDGE AND TUNNEL BUSES
PRIVATE HIRE COACHES

Apart from the standard buses and coaches, London Transport has many vehicles which are designed for special purposes. A number of these are illustrated in the following pages, including wherever possible, illustrations of vehicles long since withdrawn from service.

In addition to Special Purpose vehicles for passenger carrying, the Board's rolling stock includes approximately 600 service vehicles, ranging from large breakdown tenders, overhead tramway wire repair vehicles and mobile canteens to delivery vans and despatch motor cycles. These service types are normally painted dark green or red, and bear the "London Transport" legend in gold.



1936. INTERSTATION BUS. Eight of these buses were constructed in 1936 to operate a special service between the London railway termini, in conjunction with the Railways. A large luggage capacity is provided beneath the raised deck. (Leyland Cub. No. C111).

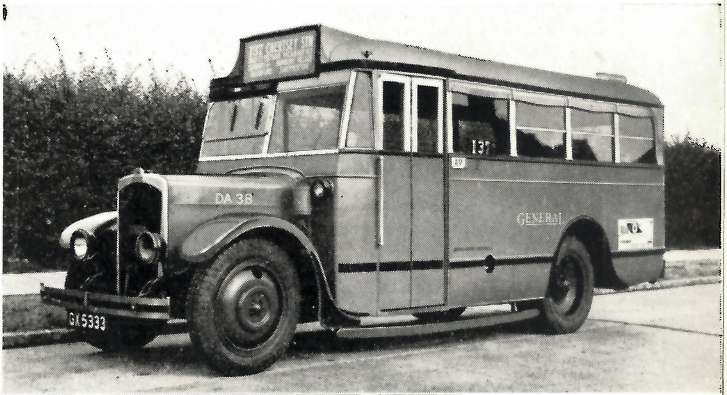
(W. J. Haynes

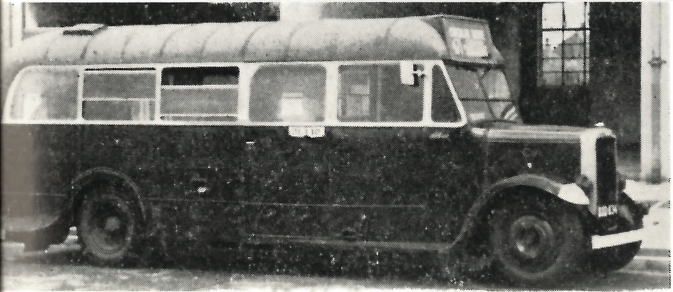
"ONE-MAN" BUSES

A distinctive feature of the " one-man " buses, which seat about twenty passengers, is that the driver of the vehicle also issues the tickets. Some of these buses are now used for rush-hour relief work in Central London, but then a conductor is on duty. Normally these types work the less populated country routes serving small villages.

1931. DENNIS " DART." An earlier example of single operator bus, introduced by L.G.O.C. The route shewn as No. 137 is now No. 237.

(L.P.T.B.



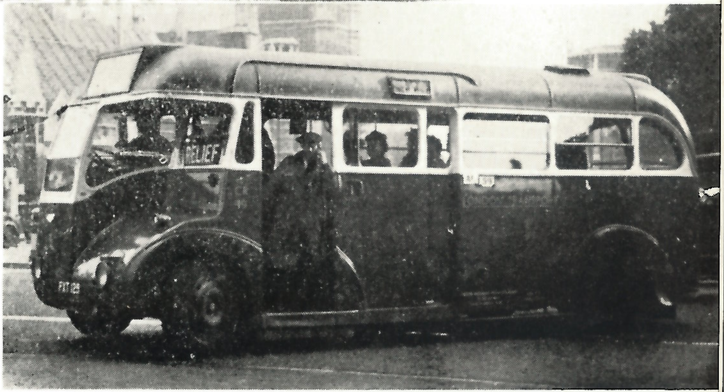


1935. LEYLAND " CUB " (C class) In all, 97 of these buses were built. (No. C9).

(W. J. Haynes

1939. REAR-ENGINED LEYLAND " CUB." (CR class). The most recent type of " one-man " bus. Stored throughout the war, these buses have reappeared on relief rush-hour services in Central London.

(S. A. Newman



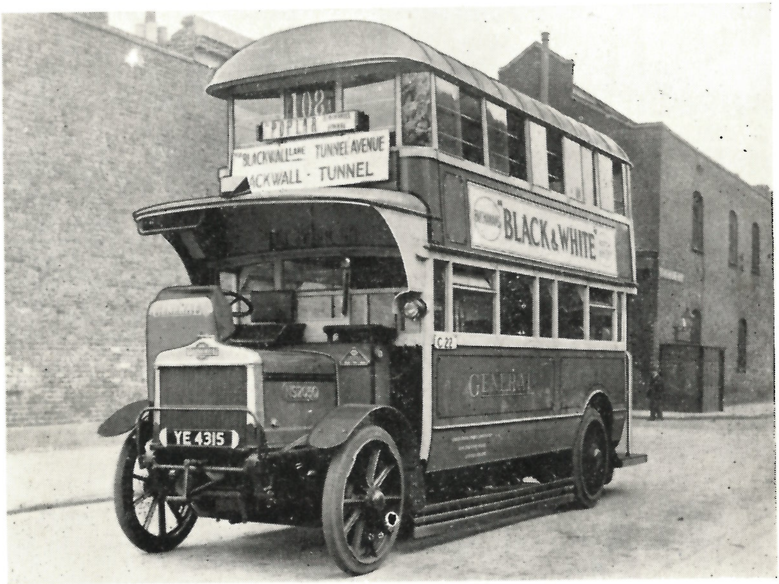
LOW-BRIDGE AND TUNNEL BUSES

As the name implies, these vehicles have been designed to pass under bridges where the head-room is too limited for a standard height double-deck bus. The " low-bridge " buses proper have been used on their specified routes for many years, but there are some 20 additional buses of this type, which L.P.T.B. built on standard STL chassis to replace single-deck buses on certain routes.

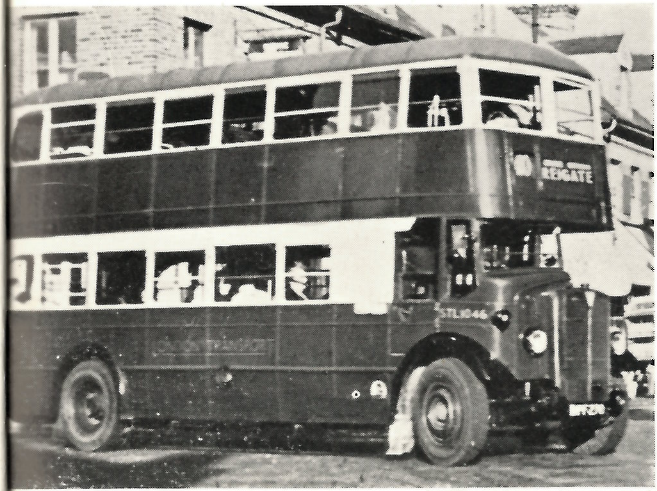
Since 1927, specially designed double-deck buses have been used on routes travelling through the Blackwall and Rotherhithe Tunnels. Both types were designed with sharply-cambered arched roofs, and the 39 buses of STL type now in service have a specially designed circular staircase, and seat 55 passengers instead of 56. The arch-shaped roof of these vehicles is necessitated by the semi-circular shape of the tunnels, which would force buses of standard roof design to keep too far towards the centre of the narrow tunnel road.

1926. EARLY TUNNEL BUS (NS type). Specially designed by L.G.O.C. for working through the Thames tunnels at Blackwall and Rotherhithe. Later replaced by STL type opposite.

(L.P.T.B.

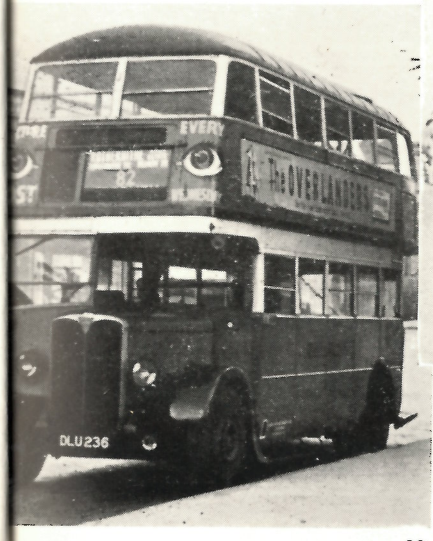


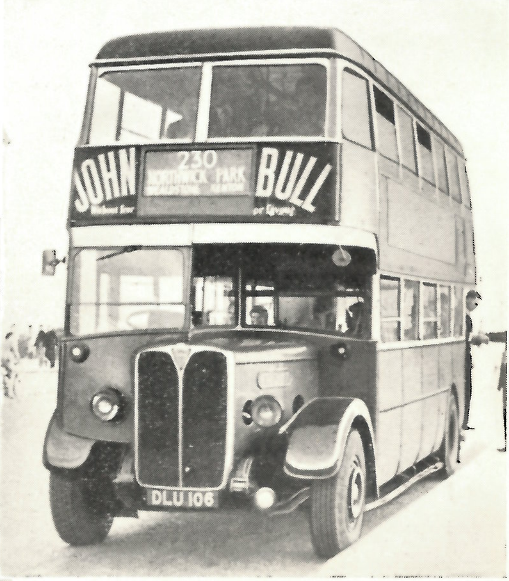
LOW-BRIDGE AND TUNNEL BUSES



1934. (*Left*). LOW-BRIDGE BUS. Built for London General Country Services, but incorporated into L.P.T.B. stock. The 12 buses of this type are now numbered in the STL series, No. 1044-55. This type has top-deck seats on one side only of a sunken gangway. (*S. A. Newman*

1937. (*Below*). STL TUNNEL BUS which replaced the NS type on Thames tunnels services. Modified body, with arched roof, and semi-circular staircase which reduces the seating capacity to 55. (No. STL 1864). *S. A. Newman*

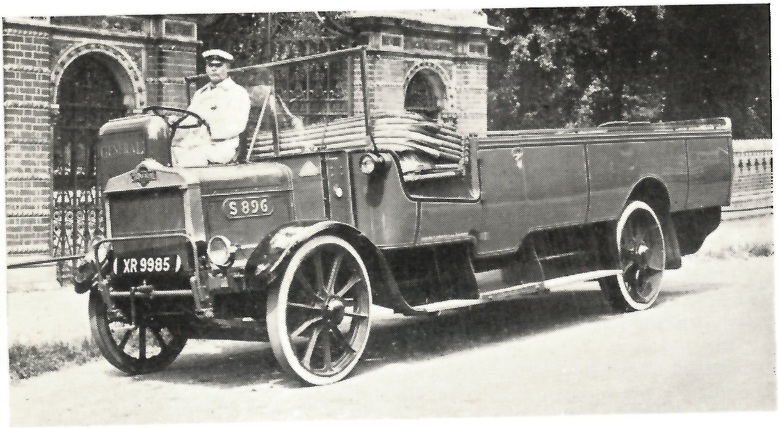




1941. (*Above*). STL LOW-BRIDGE BUS. 20 standard STL chassis were fitted with these low-bridge bodies for working busy routes previously restricted by low bridges to single-deck buses. (No. STL 2107). (*S. A. Newman*

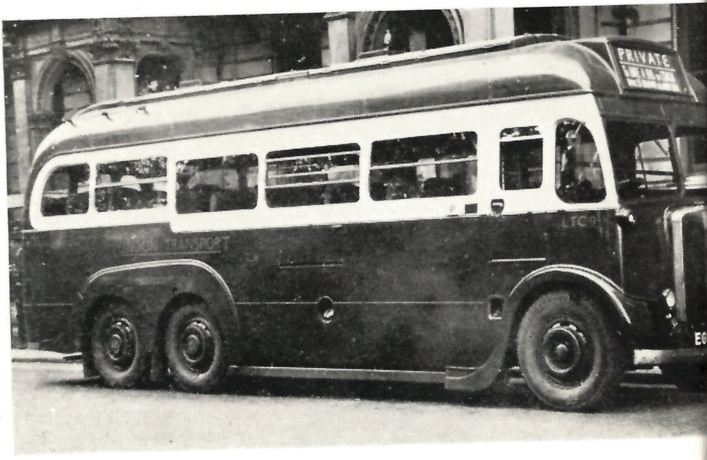
PRIVATE HIRE SERVICE

To extend the facilities which private hirers had long enjoyed from the Board's constituent companies, London Transport has a fleet of specially designed vehicles for private hire. As the illustrations show, these are very modern in appearance, and form a striking contrast to the private hire coach of the early 1920's with its solid tyres. An attractive feature of the latest type equipment is the installation of a sliding roof with glass panels above the windows.



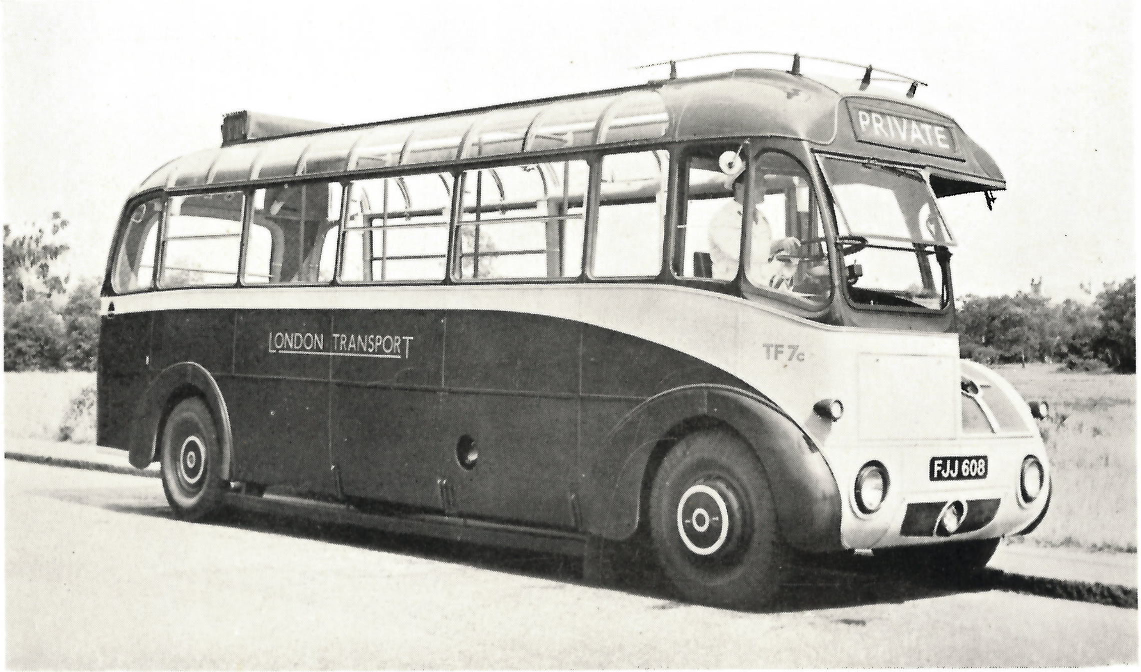
PRIVATE HIRE COACH—1920. One of the fleet operated by the L.G.O.C. Note the solid tyres, which have been prohibited in London since 1940.

(L.P.T.B



PRIVATE HIRE COACH TO-DAY. 24 of these A.E.C. 6-wheel coaches form the majority of the L.P.T.B. private hire fleet. They were introduced in 1938, with petrol engines, fluid transmission, and opening roofs. (No. LTC 9).

(S. A. Newman



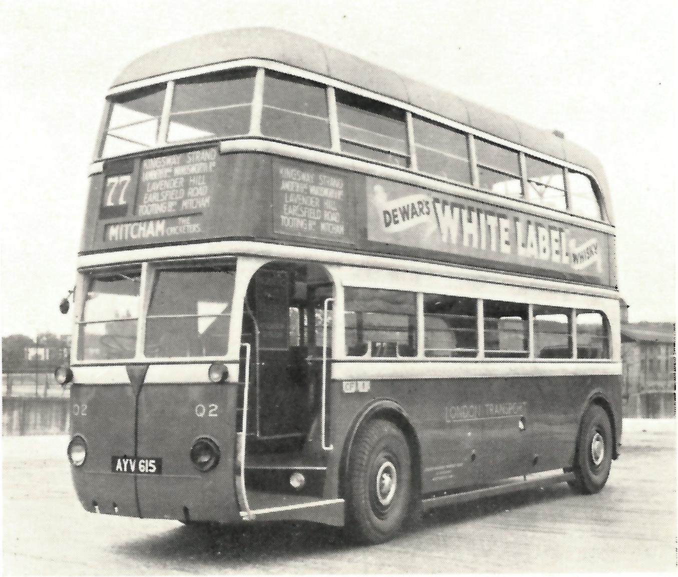
TF " SUNSHINE SALOON," similar in construction to the standard TF type introduced in 1939. The body of this coach has a sliding roof with glass panels above the windows. Of the original total of 12 vehicles, the majority were destroyed by enemy action. One of this class (No. TF 9c) is still available for private hire, and has in 1947 been running on the L.P.T.B. " See-London " tours.

(L.P.T.B.

EXPERIMENTAL VEHICLES

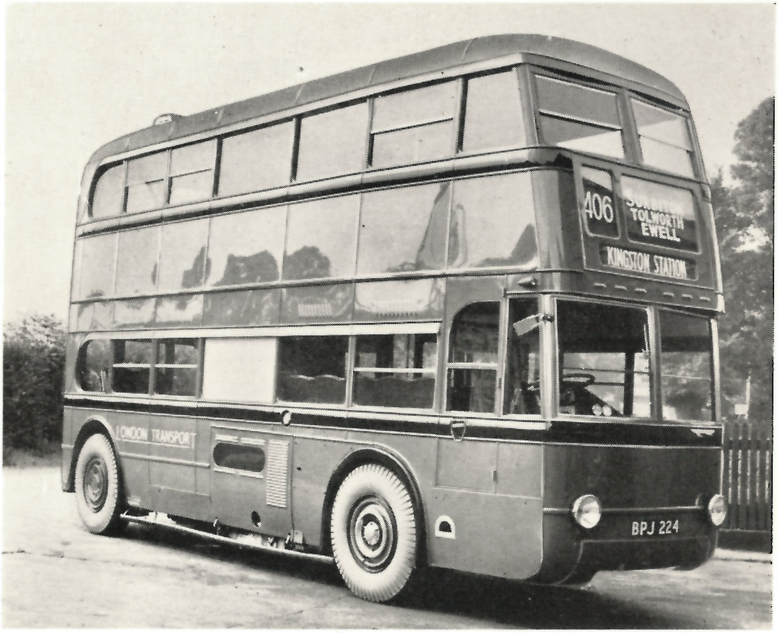
These illustrations portray vehicles that were tested as possible prototypes for the construction of large fleets. Sometimes, experimental buses are rebuilt to the design finally evolved, which can differ quite considerably from the experimental vehicle. but, in the case of the double-decker "Q's," no more than five were ever built, and standardisation of the design was not undertaken. Experimental trams, trolleybuses and coaches have been dealt with in their own chapters.

It will be noted from following pages that several experimental buses have been sold since the war. This can be attributed to the fact that their purpose has been served, and also to the great difficulty in obtaining spare parts for non-standard vehicles. Since many of the experiments were in the design of the chassis, replacement of faulty equipment would involve the production of purpose-made spare parts.

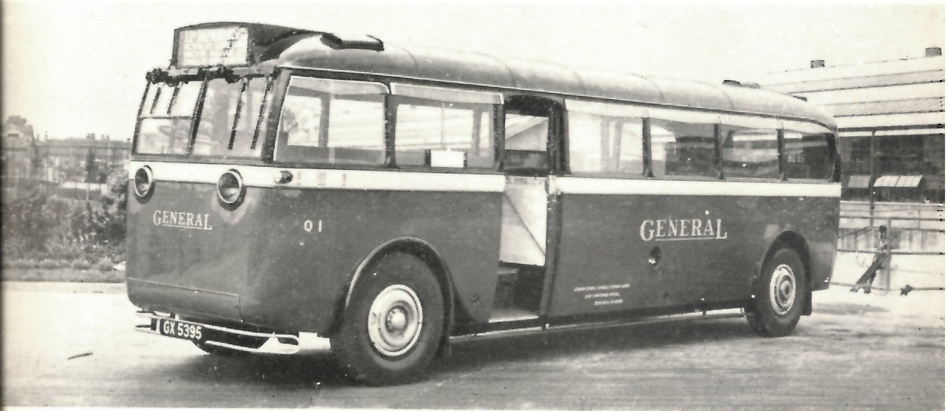


1934. EXPERIMENTAL FRONT-ENTRANCE BUS (Q2). The first double-deck bus built with the engine behind the driver, who can directly observe the platform. The bus first ran in the Central Area, later in the Country Area, was stored during the war, and sold in 1946.

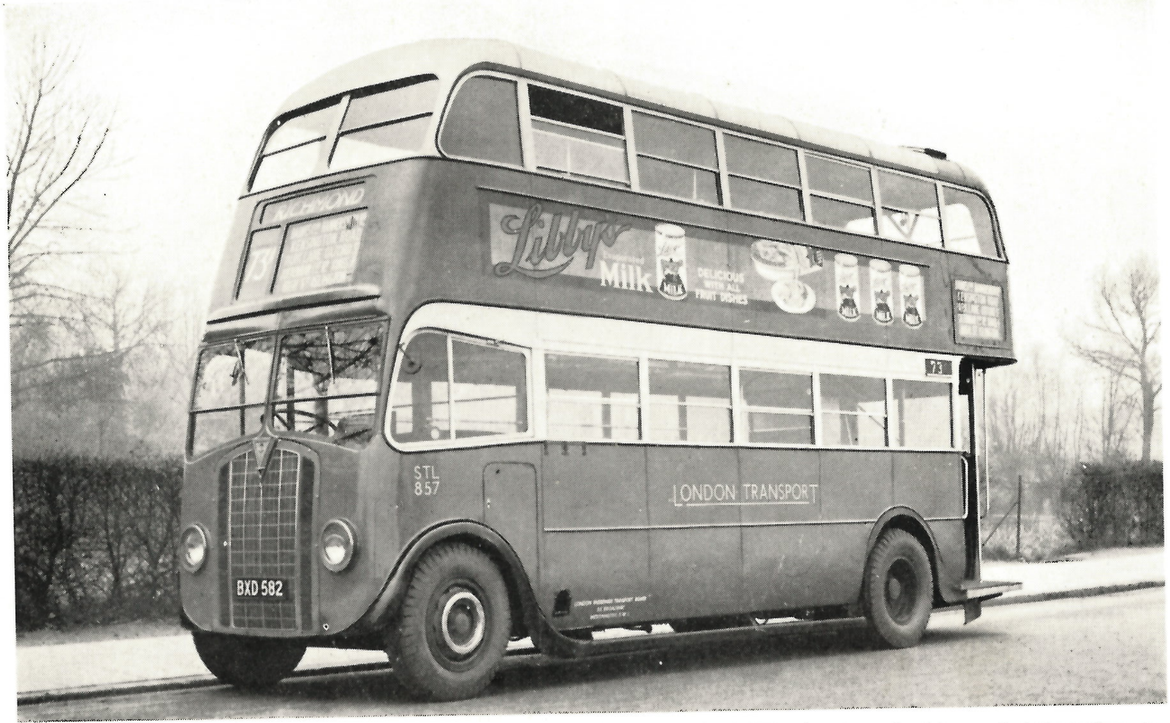
(L.P.T.B.



1934. Q5. Similar experiment to Q2, but with a central door and stairs. Used on country routes, stored during the war years, and sold with Q2 in 1946.
(*L.P.T.B.*

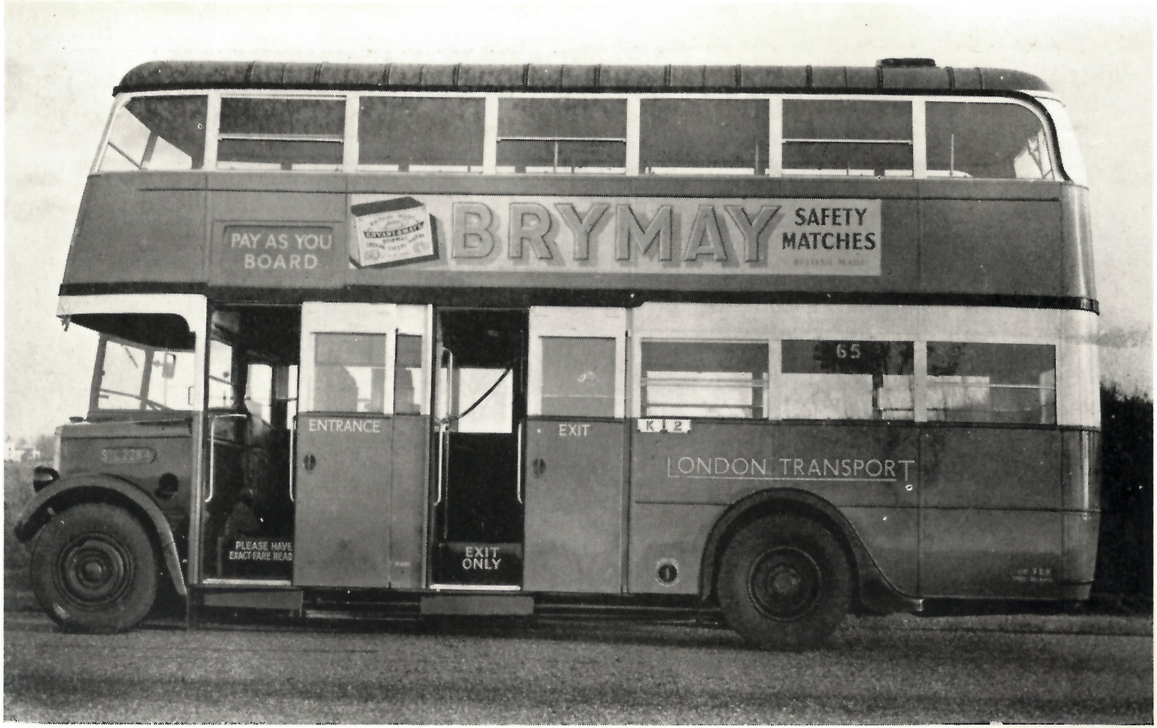


1932. ORIGINAL Q1 EXPERIMENTAL BUS. The prototype for a large fleet of flush-fronted buses, representing the first attempt to re-site the engine and transmission. It shared the same fate as Q2 and Q5. (*See pages* 13 and 24.)
(*L.P.T.B*



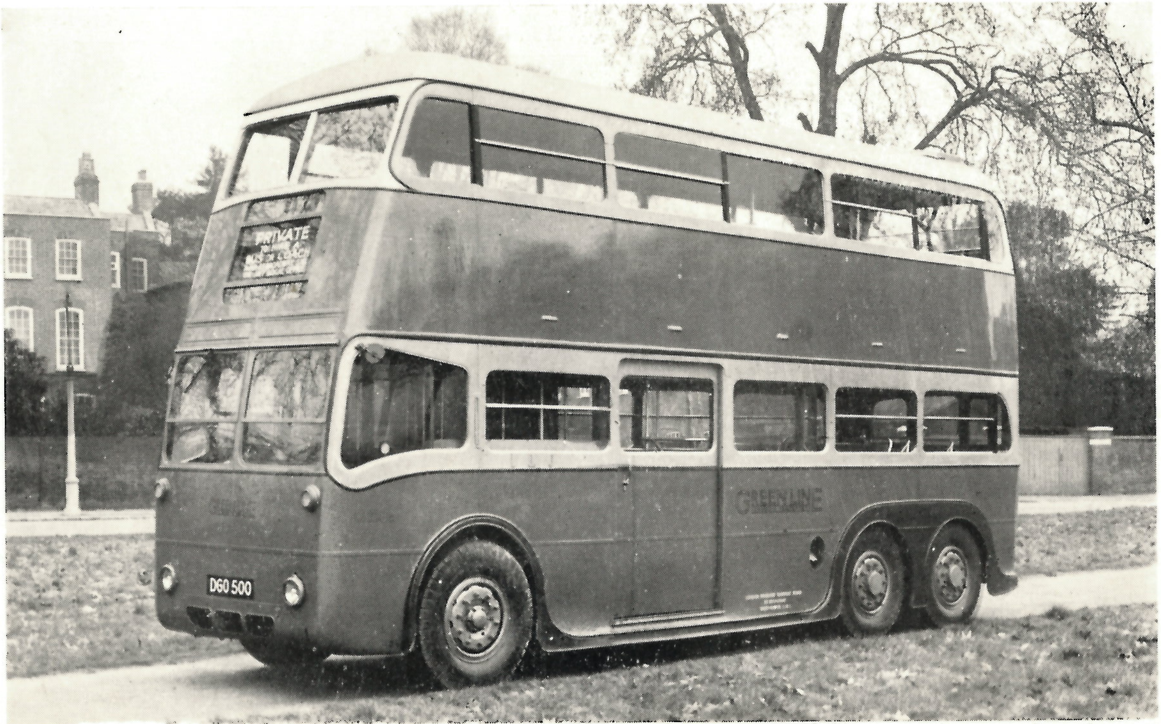
1936. EXPERIMENTAL FLUSH-FRONTED BUS, fitted on to a standard STL chassis. Its history is interesting, as it appeared as STL 857, and shortly afterwards was re-classified STF 1. The chassis later appeared with a standard body and its original number STL 857. The experimental body shown here is now in service, largely modified with standard half-width cab, as STL 1167.

(L.P.T.B.



1945. THE PAY-AS-YOU-BOARD BUS. A Standard STL bus adapted for this system. It was provided with separate Entrance and Exit, and pneumatic doors operated by the conductor, who sits at a cash desk complete with "till." (No. STL 2284).

(L.P.T.B.

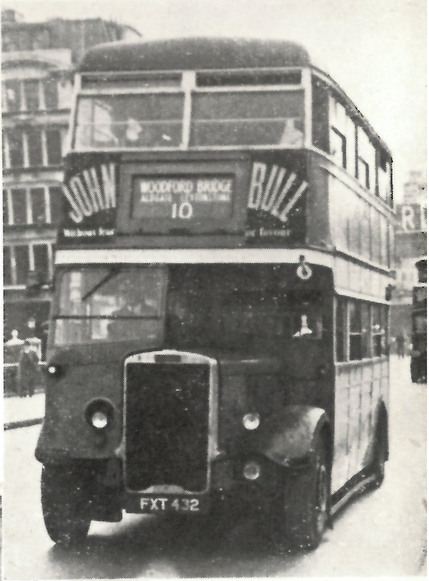


1937. DOUBLE-DECK GREEN LINE COACH (Q 188). The second experiment of this nature, but not adopted as yet by the Board (except as a temporary measure). This coach was stored during the war and sold in 1946. Note the interesting arrangement of the upper-deck windows. (L.P.T.B.

WARTIME BUSES

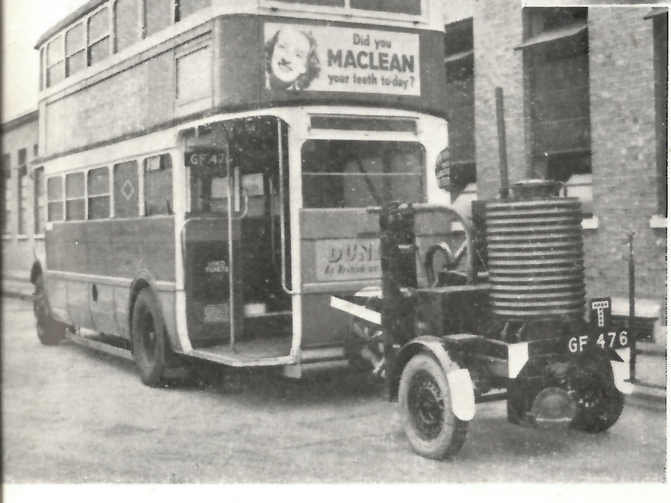
During the war years, when the shortage of vehicles became acute, new chassis, bodies, and engines were produced by various well-known constructors to standard M.O.S. specification.

Owing to restrictions on labour and material, the buses turned out had to be of "Utility" construction. London received in all about 700, some of which re-introduced Londoners to wooden slatted seats after many years of cushioning. In spite of their "austerity stop-gap" design, however, these classes are extremely efficient.



1941. STD TYPE BUS WITH "UTILITY" BODY. The bodywork was built to Ministry of Supply wartime specification, and mounted on a Leyland chassis. (No. STD 106).

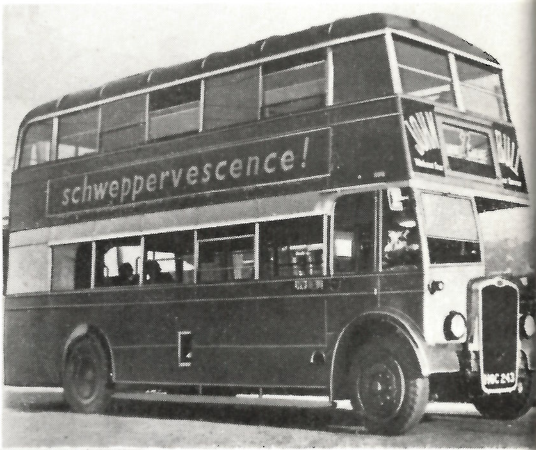
(S. A. Newman



THE PRODUCER-GAS TRAILER. Over 250 of the ST type were fitted with these trailers. These trailers were in use for no more than two years; they were abandoned as petrol supplies increased.

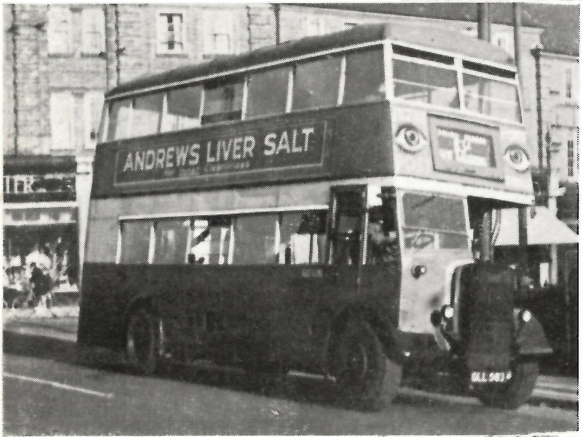
(L.P.T.B.

WARTIME BUSES



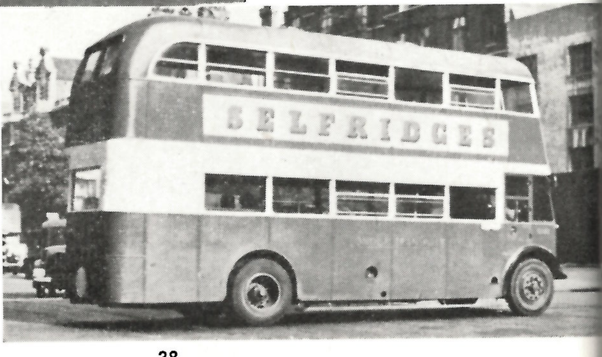
LATER B TYPE BUS. A less austere version of the standardised body, built by Duple on a Bristol Chassis powered by an A.E.C. engine. Actually placed in service shortly after the war. (No. B 18).

(S. A. Newman



G TYPE BUS 1942. Over 430 of these buses were allocated to the L.P.T.B. during the war, with standardised bodywork to Government specification. Many of this type have slatted wooden seats. (No. G 83).

(S. A. Newman

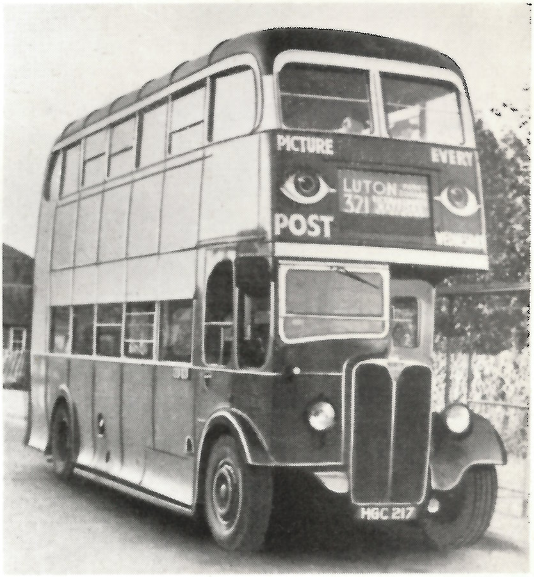


LATER G TYPE, with an interior less austere in design and comfort. The bodywork is by Northern Counties Motor & Eng. Co., mounted on a Guy chassis with Gardner 5-cylinder oil engine. (No. G 302).

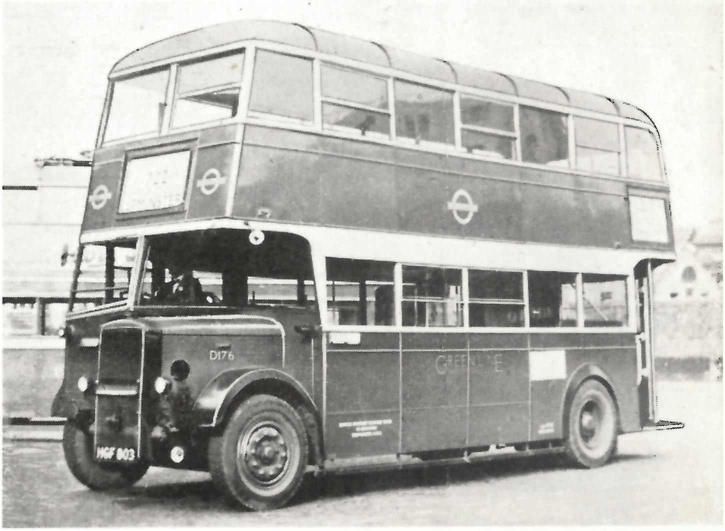
(S. A. Newman

POST-WAR BUSES

Since 1945, London Transport has introduced six new types of vehicles, four double-deck, and two single-deck. The first batch of double-deckers were somewhat similar in appearance to the "Utility" buses, but less spartan in their upholstery. The latest arrivals (STD 112 onwards) incorporate many new features, and also revive an old one—the bell-cord running along the lower deck. An order has been placed for no fewer than 2,900 "RT" buses of standardised design, and now that vehicles may be built to a maximum width of eight feet, we hope to to see some striking advances in London's "busware" in the not too distant future.

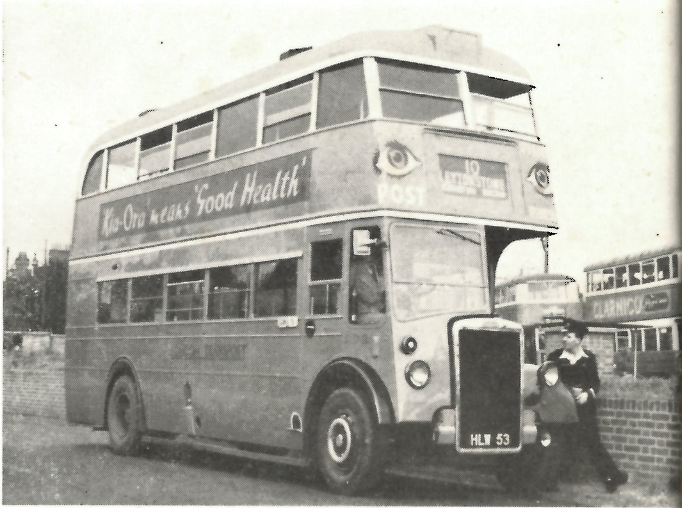


THE FIRST POST-WAR DESIGN. A.E.C. "Regent" with the Metro-Cammell-Weymann bodywork. 20 of these buses were placed in service in late 1945 and early 1946, and numbered in the STL series. (No. STL 2684).
(S. A. Newman



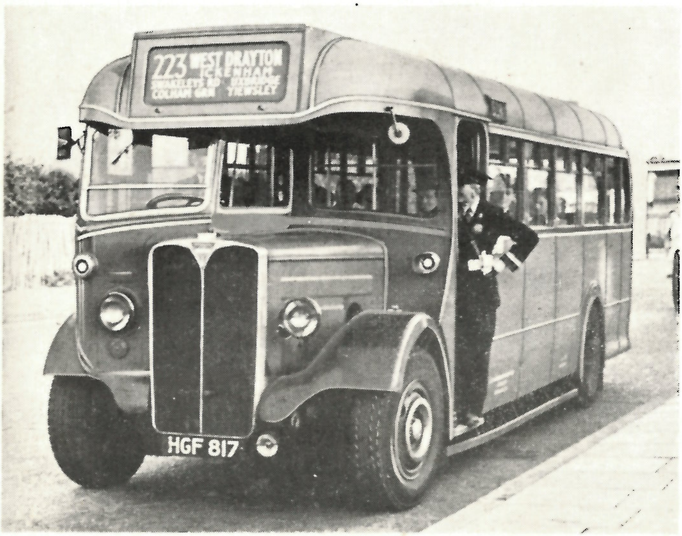
GREEN LINE D TYPE. 37 of these were painted in Green Line livery, and placed in service on the Aldgate - Upminster and Brentwood services in 1946. The bodywork is identical with the later B type bus (p. 38, top). The chassis is the war-time Daimler C.W.A.6 with A.E.C. engine.
(S. A. Newman

POST-WAR BUSES



POST-WAR LEYLAND "TITAN." A recent addition to the L.P.T.B. Central London fleet. The complete bus is manufactured by Leyland, and modified to L.P.T.B. requirements Sixty-five of this type have been placed in service. (No. STD 124).

(W. J. Haynes



A.E.C. SINGLE-DECK POSTWAR "REGAL." 50 of this type have recently been delivered. Numbered in the T series, these buses have an M.C.W. body, identical with the recently delivered 31 Leyland "Tiger" single-deckers, numbered in the "TD" series, the chassis of which are similar to the "STD" shown above. (No. T727).

(S. A. Newman

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